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August 1988 Volume 5 Number 4
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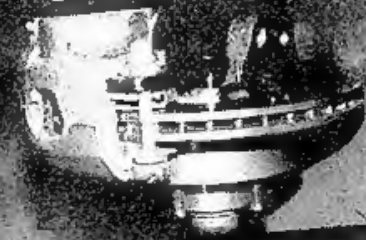
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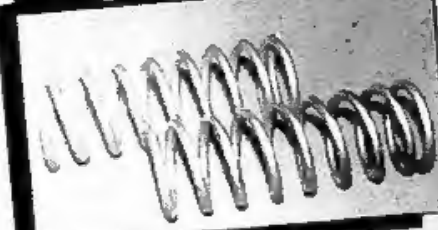


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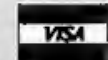
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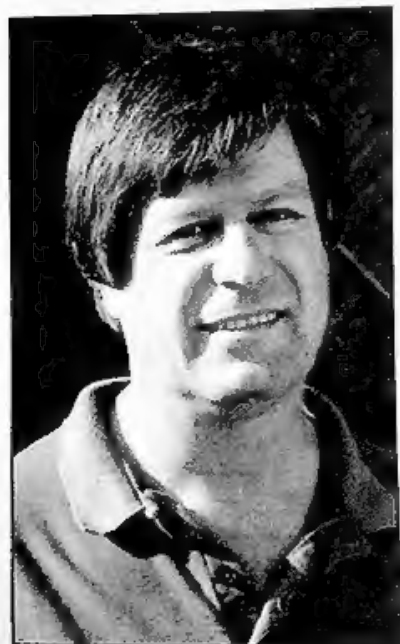


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PLAY BILL

On: Delight, Change, and the Future

By Bill Moore



Look, I'm delighted to be here. Despite several shaky moments, the coast of California hasn't broken off the continent and fallen into the sea. And as far as I'm concerned, it's not going to happen. Not only is that good for me, but that's good for you because there's a huge proliferation of kit car companies and component car enthusiasts who live right here in the Golden State. And besides, we wouldn't want to see the McMullen Towers collapse, now would we?

First of all, let me introduce myself. My name is Bill Moore and I'm the new Editor of *Kit Car Illustrated*. One of my first major decisions was to change the name of the column from Step One to Play Bill. A playbill normally lists the characters in a play, and our characters will be really sharp photography, features and articles. As

usual, Art Director Glenn Nolle will use his magic to make the package jump. Generally, this is my corner of the world, and I'll use it to give you the reasons why we've decided to go in particular directions with the issue at hand.

Right now the Countach end of the business is very busy and, naturally, we're paying attention to it. You'll notice that we're taking a look at Mike Ward's Prova Countach on page 28, with the spectacular Odetics building in Anaheim as a backdrop. That car is a resurrected stunt car originally built for abuse, not luxury, so chances are fairly good that you'll be seeing the finer side of the Prova in the future.

In addition to the Countach, we've got a little bit of everything for this issue. We've got the AHA show at Knott's Berry Farm, Daytona Spyders, topless Fieros, Porsche Speedsters, Type 35 Bugattis, a man behind movie cars, a magnificent Magnum, tech stories on engines and oil, plus a Ventura drag racer! Of course, we've also got all the regular departments that you've grown accustomed to in the past.

But there will be changes in the future. I'd like to live with several kit cars for a while and report back to you on how they work in the real world. In fact, we've already scheduled a work-out in one of the seven cars that Le Car Stables imports. We'll be driving to the big SAMA show in Columbus from the company's base in Clarksville, Tenn. Of course, we'll bring back several other cars from Ohio as well. Finally, we're going to look at performance in the kit car business, and we've got some exciting ideas in that department. But hey, come share the adventure! You'll find it all right here at *Kit Car Illustrated*. **KCI**

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These ads are free to enthusiasts

On the cover: The two stars of a new United Artists movie, *My New Car*, with George Newbern and the Prova Countach; plus a Neo-Classic view of the AHA Show at the Knott's Berry Farm. Photos by United Artists and Glenn Nolle.



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Special Delivery

Address your letters to:
Special Delivery
Kit Car Illustrated Magazine
2145 W. La Palma Ave.
Anaheim, CA 92801

NEWCOMER

I grew up in the Northwest and during that period kit cars were a joke. They were flimsy fiberglass contraptions slapped onto VW frames of the dune buggy ilk. A while back, though, I was browsing through magazines at a book store and ran across your April issue and after viewing the Fiero-based Corson Ferraris, my whole attitude towards kit cars has changed.

And while the "High Flyin' Fieros" spread was a spectacular, eye-catching feature, there was much, much more in the magazine to continue my conversion. "One Fine '55," the Regal Roadsters '55 T-Bird was outta sight. It's one of those cars that was an instant classic, and something many of us missed getting our hands on. Now that I've got myself settled and I'm making good money, it's an option I'd consider building myself.

Of course, there was also Paul Olivier's 427 Cobra, the Jaguar XK120 and the Elegant Cheetah. Golly, that was one great magazine and I'll be back for more!

Tom Norton
Long Beach, Calif.

Tom:

We're glad you liked the magazine and hope you'll be as excited about the upcoming issues. And yes, kit cars have come a long way. As a matter of fact, there are some really outrageous new cars on the horizon, too!

EXCITED

Growing up in California in the '50s and '60s was a glorious experience made all the more exciting by the fact that I owned a Porsche Speedster. With the advent of a growing family, the Speedster went away and was replaced by a Ford station wagon. Now that the family has gone the way of the Speedster, I'm looking for a kit car. The

original was a bare bones affair, so it really makes the ideal replicar.

In the process of checking out the car, I glanced through your Buyer's Guide and I've contacted the companies, but are there any other makers of Speedsters?

Dan Boyd
St. Louis, Mo.

Dan:

It looks like you've moved into the heartland, but your heart is still with Speedsters. In any case, the most thorough source of information on kit cars that we know of is Homebuilt Publications' Kit Car Catalog, which is published by Curt Scott and distributed by Motorbooks International in Osceola, Wis.

MOTIVATIONAL MANIA



I'm sending you this letter because I'd like to get some information concerning the Fiero. Would it be more cost effective for me to replace the stock four-cylinder with the Pontiac V-6 that some are equipped with or would I be better off finding a company that manufactures a turbocharger for the engine I have? Also, how reliable are the aftermarket turbos and can they seriously damage an engine? I have heard of one company that will install a V-8, but I was wondering if you think that a V-8 might make the car rear-heavy, seriously affecting perfor-

mance. I plan on installing the Corson Motor Cars' Fiero and I don't think the Fiero four-cylinder would be adequate. Thanks for any help you can give me.

Bill Stewart
Curwensville, Pa.

Bill:

You've certainly got a lot of questions, but you don't give us all the information we need to give you an unqualified answer. First of all, you don't say how good the four-cylinder you have is, how old it is and how much spunk is left in it. A Pontiac V-6 would be a much better bet than a V-8, partially for the reason you've given. You also fail to mention how old the Fiero is, but if it's an older model you may have to strengthen the transaxle to deal with the additional power of a V-6 or a turbocharged engine. Finally, a properly installed turbo won't hurt the engine, although there is always a remote possibility of that happening even when they come installed as a production component. We checked with Turbo City in Orange, Calif., (714) 639-4933, and they said they could provide all the bits and pieces for about \$1,000, but after that a muffler shop would be required (for about \$200) to hook up the exhaust sections. Your first step in any major renovation, of course, is the research. Now, what do you want to do?

HELPFUL HINTS

I need help! Can you give me some information or leads on the Ford Thunderbird (1956-'57)? Specifically, I need information on kits using the front engine-rear drive chassis. Any little bit will be gratefully received.

Harold Kerns
Port Orchard, Wash.

Harold:

In each issue of Kit Car Illustrated we have a section at the back of the magazine called the Buyer's Guide. If you take a look, you'll see that there are several choices. The Dofal Classic T and the Regal T-Bird, the first being a '57 and the second a '55. **KCI**

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This product, packaged in 12-ounce containers, is available from most major automotive dealers.



FLEXIBLE FLYERS

A new product from Tokico America offers something totally new for anyone considering advanced shock absorbers. For the first time Tokico is offering high performance, cockpit-adjustable electronic shocks which provide the ability to

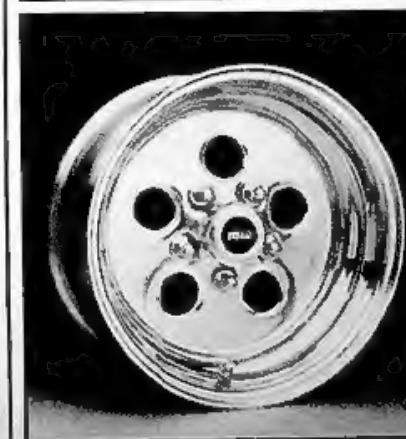
adjust front and rear shocks from soft, medium and hard settings. This would be one way for a driver to fine tune a car's suspension just the way he likes it.

For more information, contact Tokico America Inc., 3555 W. Lomita Blvd., Suite E, Dept. KCI, Torrance, CA 90505-3300.

LAMBO-STYLE WHEELS

You may not be able to afford a new Lamborghini Countach, or even a kit of the fabulous exotic car, but you can have the same type wheels on your own car. Weld Racing's new Champ XL are Countach lookalikes, with cold forged aluminum construction, extruded styling holes and a brilliant polished finish.

If these wheels have captured your fancy, get more information by writing Weld Racing, Inc., 933 Mulberry, Dept. KCI, Kansas City, MO 64101, Attn: Sales Dept.



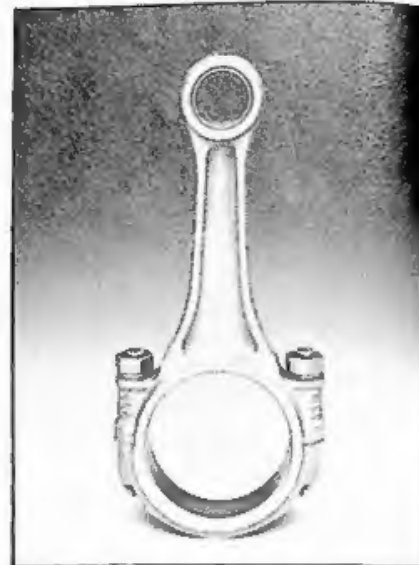


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Specialty Power Windows has just released its RC-1, an electronic remote control for power windows which is good news for owners of customized vehicles without

exterior door handles. Besides the convenience feature, there's also the matter of security as well.

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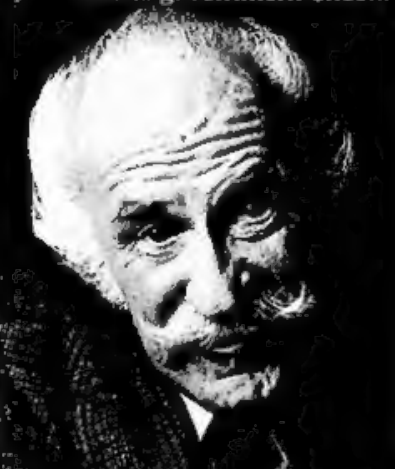
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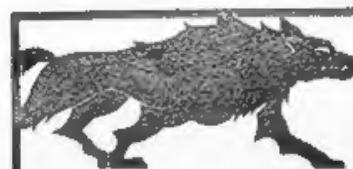


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A news column dealing with the who, what, where, when and why of the Kit Car World.

* We are saddened to report that H.T. Price, who created some superbly built Mercedes-Benz replicas over the years as part of his Classic Factory in Pomona, Calif., recently passed away after suffering a heart attack. We at KIT CAR Illustrated pass along our condolences to his family and friends.

* In recognition of Price's fine handicraft, SAMA is going to present an award at its big June show in Columbus honoring the man's efforts in the industry. It will be called the H.T. Price Award, and be "In recognition of outstanding work and quality." The first award will be presented by Curt Scott, the publisher of *The Complete Guide To Specialty Cars*.

* Ed Kneeland of Kneeland Motor Cars, currently producing reproductions of the Can-Am Lola and McLaren race cars, is planning to introduce a Lamborghini Countach replica of his own. The car is being built on the West Coast, and for those living on the shores of the Pacific, this will mean considerable savings over those being

* Peter Cameron of Southern Roadcraft, with its American office located in Milford, Conn., reports that the company has expanded its production from Cobras to sell Daytona Spyder look-alikes built on a Jaguar XJ12 chassis. The cars will use everything from Jaguar to Corvette powerplants, with Southern Roadcraft providing all the Jaguar XJ12 components needed. You can buy them as either a turn-key or kit car. The new car was introduced at the Stoneleigh car show on May 1 and can be ordered from Peter at (203) 878-7352.

* Seigo Takei, who has taken over Exotic Coachcraft which makes more of the Daytona Spyders — these built

shipped from Europe or elsewhere. He says emphatically, "I feel it'll be built right!" The car has a custom frame and is being put together by a man who builds NASCAR Grand National race cars. The cars will be powered by either Chevy or Ford V-8s and come with a ZF-25 five speed transmission. Stay tuned for more information.

on Corvette chassis — will be changing the name of the company to Design Seigo. For a look at his product, check out page 60.

* Leon Ellery of Centaur Cars has packed it in, at least for the moment. The Aussie had business concerns in both the United States and Australia, and he's going to be concentrating on deals in the land of Crocodile Dundee for the next few months, but hopes to re-emerge in the kit car business here some time down the road.

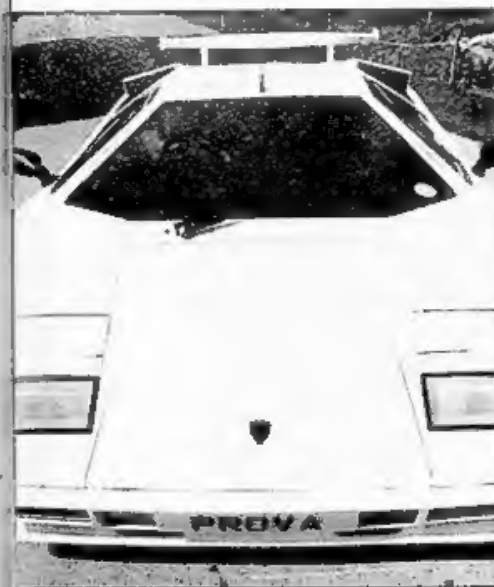


* Along the lines of engines, Randy Corson of the Ferrari replicar featured on the cover of our April issue, has come up with a V-8 conversion kit. The car would use a tuned-port Chevy Camaro IROC-Z unit and Corson figures the car would do 0-60 in the high fives! And no, not the kind you see in NFL end zones after nearly every touchdown.

* The newest model of the FireAero trike is going to be used as a regular member of a new television series on ABC known as *Cyborg*. Keep your eye on the TV Guide for time and station. Warner Bros. is producing the show.

* Several replicar manufacturers are considering using line engines from Detroit, which is one way of getting around the problem of having the units pass the emissions tests which are becoming more stringent all the time. Keith Knapp of Modena Spyder fame is talking with Ford, while Mike Ward

of Prova (Countach) is thinking along the same lines, but probably with Chevrolet.



* Bill Kester, who roams the range around his Prova Countach shop in Hereford, Texas, admits that as a former drag racer, he's something of a speed freak. Kester tells us that he has plans to build what will be the world's fastest kit car. Just as soon as that happens, you'll get to see it here.

* No matter what kind of car you drive, gasoline is an important part of the motivating force. BMW recently established a set of standards for gasoline because the Bimmers weren't running well on some of the pump fuel. While many companies have participated in the 10,000 mile test, all of Chevron's unleaded gasolines passed the test, not only the high octane stuff.

* Car people are generally interested in a wide range of cars, and Krause Publications in Iola, Wis., has something which might interest you. It's called the Old Cars Show and Auction Calendar listing more than 1,500 car shows and auctions, listed chronologically and alphabetically by state. Give them a call at (715) 445-2214.

* While *Kit Car Illustrated* is our name, and component cars are our game, we came across something the other day that was sort of, well, interesting. It's called C.C. Rider, a cushy couch that's made from the tail section of a real '57 Chevy. But that's not all, it's also a jukebox with a selection of 160 oldies but goodies. For a full catalog, call (612) 445-4500.

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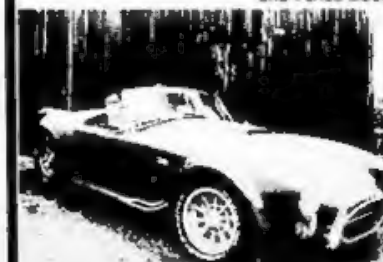
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Club Registry

Let's face it, building a kit car can mean spending many long hours alone as you make your dream come true. And if things took a little bit longer than you anticipated, then maybe you missed the spring. Now, of course, everything is ready for summer cruising.

And now, you'd probably like to share your prize with other people who can truly understand the work and effort that went into building your own car. Those people, of course, abound in various kit car clubs around the country. They'll be gathering for various shows and events, so check out the list below and get involved.

On the other hand, if you're at that stage where you're

merely considering the possibility of building a car, there's no place better than to start with people who have gone that way before you. They can provide you with priceless advice about the kits to buy, and the kits to stay away from. They can also give you comforting support if you should run into trouble.

If you can't find a club near your home, you can start one by sending the pertinent information to: Club Registry, *KIT CAR Illustrated*, 2145 W. La Palma Ave., Anaheim, CA 92081. And if you have a club already set up, what are you waiting for? There are people out there who need your help. Send us your information so others can share in your expertise.

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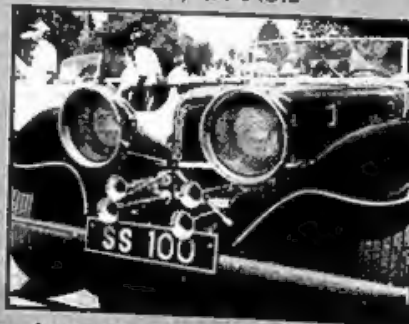
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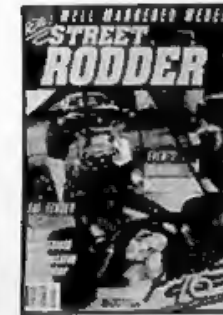
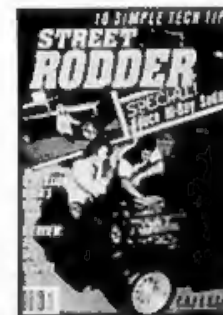
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OIL: More Than Slime



Inside every drop of oil there's a lot of good things for your engine.
By Norm Hudecki

If you pop open a can of oil and pour it into your hand, chances are you can't tell the difference between it and primordial ooze—but every can that goes in a crank case is more than just slime.

This little primer will help you appreciate the fact that oil, whether

it goes in an air-cooled or water-cooled engine, is that unit's lifeblood. But unlike the blood stream of a human, your car's vital oil must be changed at 3,000 to 5,000 mile intervals to assure that your pride and joy will deliver many years of trouble-free service.

However, just changing the oil is not enough. A key consideration is the oil itself and its inherent properties. An oil—at the minimum—must protect all moving parts, reduce friction, prevent scuffing and scoring, prevent fuel washdown of the cylinder walls, break down foaming and aeration, cool and clean the engine and disperse contaminants. As you can see, that's a bit too complicated for slime!

In general, the composition of a motor oil is about 80 percent base stock and 20 percent additives; but within both categories differences abound.

Base stocks are refined from crude oils and the crude itself is composed of three basic types of hydrocarbon molecules: paraffinic, naphthenic and aromatic. When pumped from the ground, crude oils contain a hydrocarbon mixture of gaseous products, gasoline, diesel fuel, lubricating oil stocks, asphalt and other compounds. These elements are separated primarily through vacuum and/or atmospheric distillation. The lubricating oils, which vary in their ability to burn and flow (volatility and viscosity), serve as the base stocks for motor oils.

After further refining to remove wax, nitrogen, sulfur, and metal compounds, the subtle art of introducing additives begins at the blending facility. It is in the blending of additive packages with the base stocks that an oil inherits characteristics which distinguish whether it is a good or poor oil.

The role of additives today addresses two basic needs: performance and maintenance. What follows is a listing and brief description of common additive groups.

Viscosity Index (VI) Improvers

These additives make it possible to create oils with a split personality—multi-viscosity oils that flow freely at low temperatures and deliver protection at high temperatures. In general,



a multi-grade oil will deliver more engine protection and higher rpms. For instance, an SAE 20W-50 oil will reach critical engine parts quicker than an SAE 50 grade oil, thereby providing better protection for engine parts. Also, the lighter characteristics of the multi-grade create less resistance in engine operation, a consideration especially important to racers searching for an advantage. A lighter oil also dissipates heat more quickly. The bottom line is higher rpms, more horsepower and better fuel economy. There is one caution, however: Some viscosity index improvers can shorten engine life by decomposing into a carbon-like substance that can make the piston rings break or stick. The greater the spread in SAE numbers, such as 10W-50, the greater the amount of viscosity index improvers. It's best to stick with the narrowest spread.

Antiwear Agents

These agents are critical to any modern oil. The close tolerances of modern or high-performance engines can literally squeeze the lubricating film out; so antiwear agents interpose a chemical film to protect against metal-to-metal contact and the subsequent damage from rough spots on the mating surfaces and metal particles in the lubricant.

Friction Modifiers

Modern oil's secret weapon, friction modifiers, enhance the oil's ability to

lubricate, thereby reducing friction to once again increase rpms and horsepower. A friction modifier can improve the efficiency of an engine up to two percent.

Antioxidants

Antioxidants are critical for meeting the demands of today's hotter running stock and high-performance engines. Under extreme heat motor oil reacts chemically with oxygen, eventually making it thick and tar-like. Antioxidants give themselves up, reacting with oxygen in a harmless way so as to spare the motor oil. In time, though, the oil will exhaust its supply of antioxidants, just as it will most additives.

Dispersants and Detergents

Even in the cleanest environments,

dirt, as well as metal particles sloughing off the engine block, get into the oil. In addition, there are contaminants developed as part of the normal combustion process. Dispersants keep the various contaminants in suspension, preventing them from settling out on vital engine parts, while detergents keep the engine free of varnish and sludge deposits, prevent carbon from building up around the piston rings, and neutralize acids.

Rust and Corrosion Inhibitors

The formation of water vapor is a by-product of the combustion process, so protecting the internal engine components from the harmful effects of water is also the job of motor oil. In addition, heat and contamination will turn oil from its normal alkaline state to a harmful acidic state. Rust and corrosion inhibitors neutralize acids and seal metal surfaces against water.

Foam Inhibitors

During engine operation the moving parts are constantly churning the oil. Foam inhibitors help collapse the air bubbles which are formed as part of this process.

Pour-Point Depressants

As it gets colder, oil thickens. In order for oil to work effectively at colder temperatures pour-point depressants are added. These additives reduce the temperature at which wax crystals form in the oil which could potentially block oil flow, especially after cold-engine starts.

The ability of the motor oil to flow is indicated by the "grade" assigned it by the Society of Automotive Engineers (SAE). The SAE viscosity grade can be found on the oil container. Motorists can choose from single viscosity oils, such as SAE 30, or multi-



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OIL: More Than Slime

viscosity oils, such as SAE 10W-30. The term, "weight," is a misnomer; many people think the "W" in the SAE multi-grade rating stands for "weight." In fact, the "W" stands for "winter."

The ability of a motor oil to withstand punishment is rated by the American Petroleum Institute (API). To help the public differentiate between motor oils, the API created two identification systems. The first system "Service Classifications," rates oils for gasoline-powered engines and includes the ratings SA, SB, SC, SD, SE and SF. The farther along in the alphabet the letter following the "S," the better the quality of motor oil based on extensive engine testing. In other words, an SF oil can take more punishment than an SE.

Recently, the SAE approved the new "SG" classification motor oil. The SG category introduction marks the first time in eight years that the SAE has approved a new motor oil service category for gasoline engines. Under the new SG rating, motor oil manufacturers will be required to rebalance the additives that are mixed with the base oils to formulate a lubricant designed to further resist sludge and carbon formations and keep other deposits suspended in the motor oil. SG motor oils should be available some time this summer.

The second system, "Commercial Classifications," CA, CB, CC and CD rates oils for diesel engines. The two current ratings are CC, for non-turbocharged, normally-aspirated engines; and CD, for high-speed use in supercharged or turbocharged engines. Many motor oils today have API ratings of both SF and CC or CD and are for use in any automobile.

A question on the minds of many enthusiasts relates to synthetic oils now that synthetics are springing up all over. First, a caution: make sure the synthetic that's used has the proper API classification. If not, it's a gamble. Synthetics may be of benefit because they are typically lighter oils that deliver higher rpms and adequate protection, although a petroleum-based oil with an identical viscosity grade and the correct additive package can

Continued on page 20

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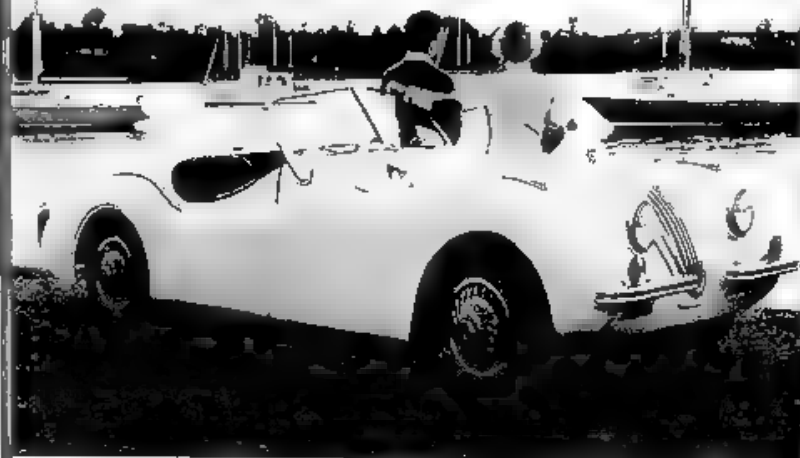


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OIL: More Than Slime

Continued from page 18



match a synthetic rpm for rpm. Some people flip flop between a synthetic and a petroleum-based oil, which is fine, as long as the person knows that the "ester-based" synthetics as a rule are not compatible with mineral-based oils, but that the "poly alpha olephin-based" synthetics are. In any case, it's wise to flush the crankcase with the oil that's being introduced.

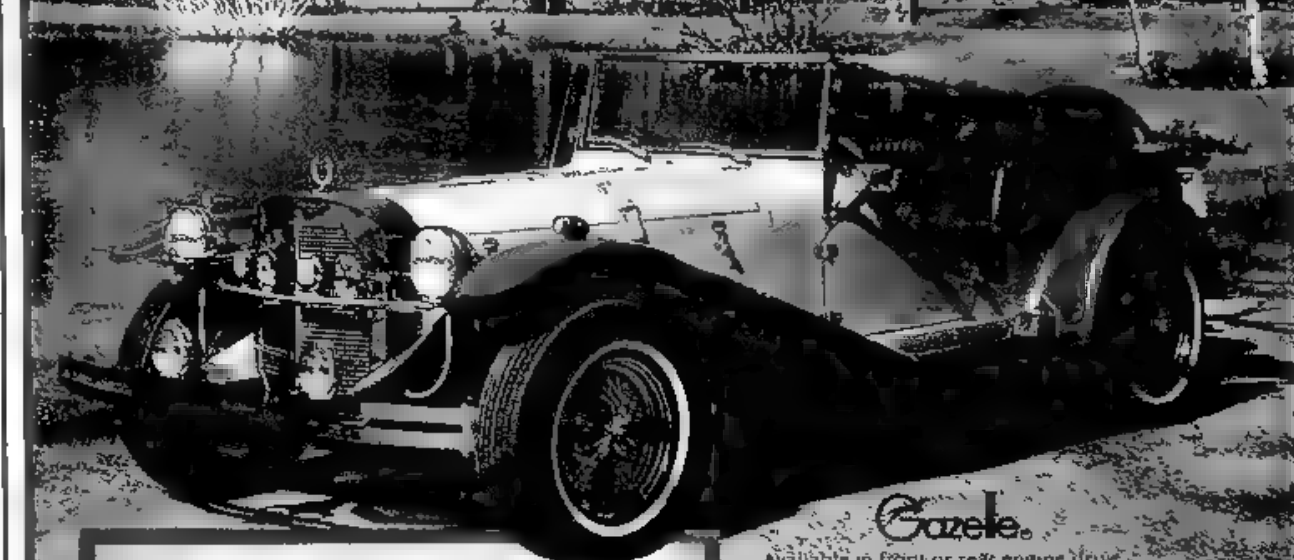
On top of that, many people ask about additional additives and their effectiveness. Other additives are not needed, particularly if a quality oil is used. Further, introducing an additive can upset the delicate balance of base oils and additives present in the motor oil already in the engine.

In conclusion, the best protection you can afford your engine is frequent oil changes with brand name products. Don't be fooled by oils that are too cheap (or ridiculously expensive). Also, clean the strainer or change the oil filter every time the crank case is drained. All of this will go a long way towards protecting your investment.

Kit Car Illustrated readers can write Norm Hudecki with questions or for his brochure on "The Most-Asked Questions About Motor Oil," at: Norm Hudecki, Valvoline, P.O. Box 8797, St. Louis, MO 63102. **KCI**

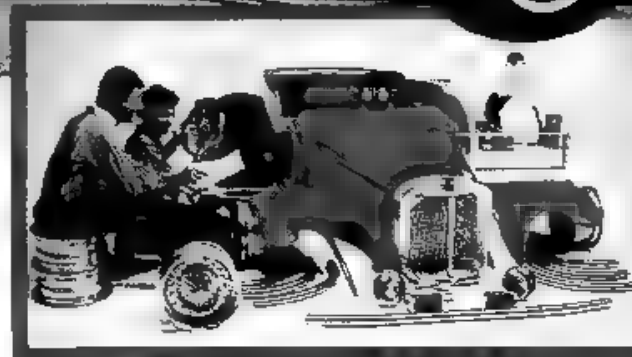
Norm Hudecki is associate director of Ashland Automotive and Product Application Laboratories in Ashland, Kentucky. He is responsible for lubricant formulations and quality control worldwide for Valvoline and Ashland Oil. In addition to being a technical advisor to the racing teams of Michael Andretti, A.J. Foyt and others, Hudecki is an active member of the Society of Automotive Engineers (SAE), The American Standard of Testing Materials (ASTM) and the American Petroleum Institute (API).

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There's no confusing the cozy Knott's Berry Farm amusement park with the sprawl of Disneyland, but both provide Southern Californians plenty of thrill and chill rides. The ninth annual Association of Handcrafted Automobiles, held at Knott's, did the same.

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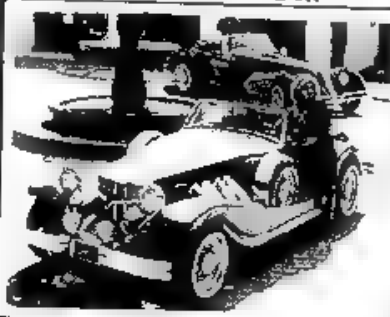
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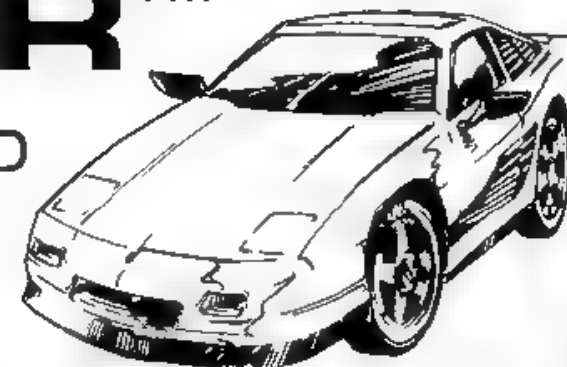
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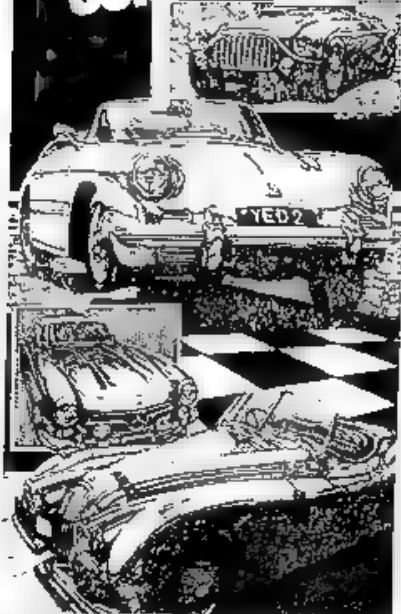
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For a starter, there were over 70 cars on display, everything from Neo-Classics to several stunning Lamborghini Countach replicars. On top of that, there were plenty of chills on the first day as rain and stiff winds buffeted the area. While spring rain is common in most American locales, it's a bit unusual for Southern California. Let's face it, after the Brooklyn Dodgers moved into Chavez Ravine as the Los Angeles Dodgers, they played over 750 straight home games without a rainout! Still, Sunday was the kind of super day you dream about with sunny skies and temperatures in the mid-70s.

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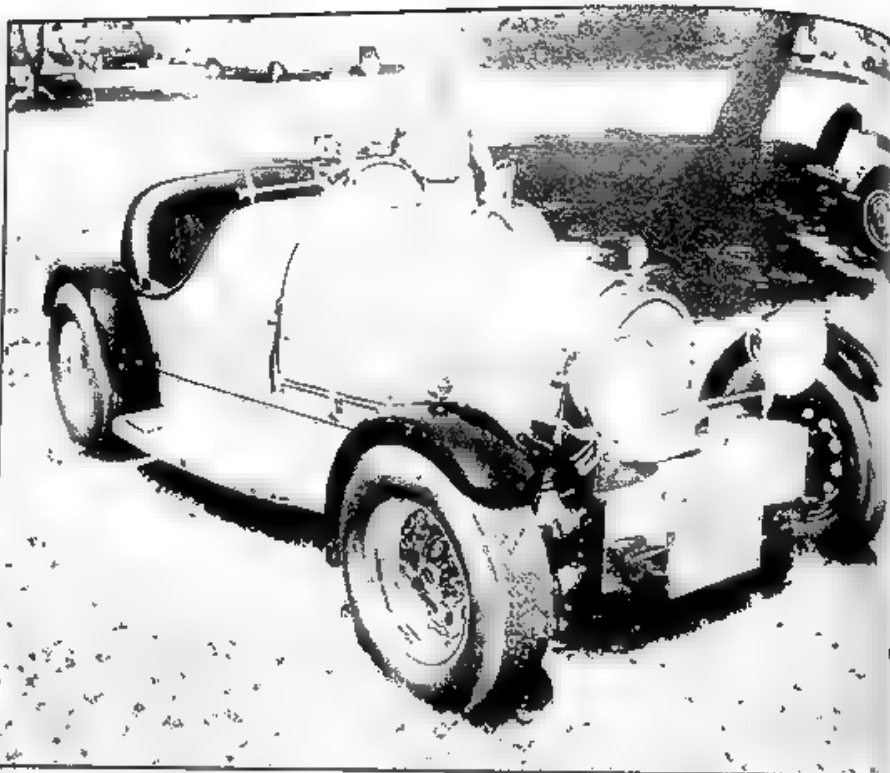
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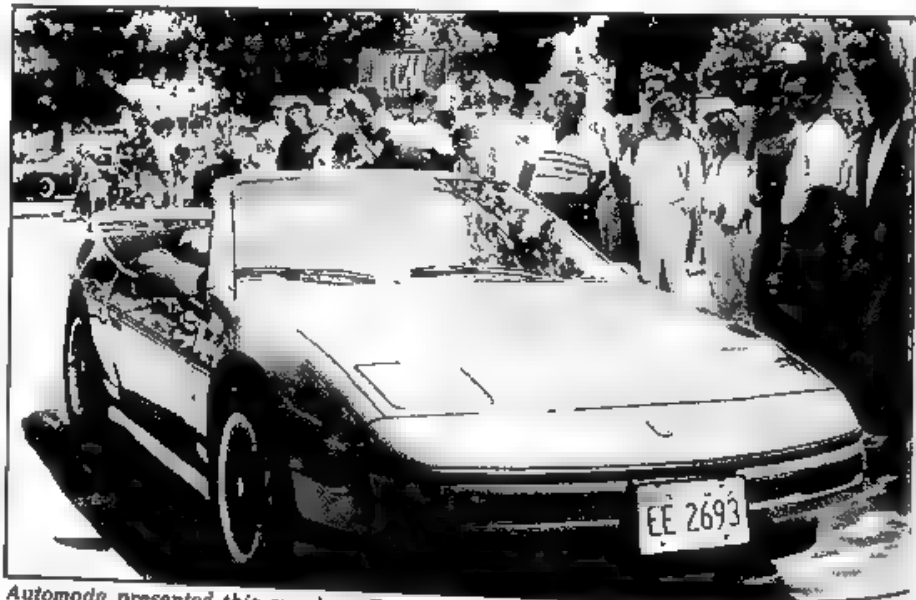
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Superb workmanship was a keynote of this VW-based Type 35 Bugatti



Automoda presented this sunshine Pirelli Spyder, and like the Beck Spyder, it was totally in its element for the final day of the AHA show.

changed amid smiles, while quite a few people tried a car like the Beck Spyder on for size.

The annual AHA show was made up of enthusiasts just out to strut their stuff and manufacturers prepared to sell everything from kits to complete turn-key cars. A steady stream of spectators kept everyone happy.

While most of the cars on display — whether they were Cobras, Porsche Speedsters, Ferrari Daytona lookalikes or the Countach collection from Prova or Garrish — were well made, there

were several that were spectacular, including two Mercedes Neo-Classics replicas from H.T. Price. Steve Knapp also had two of his Ferris Bueller's Day Off cars on hand — cars he now calls the Classic 250 because Ferrari lawyers demanded that he not use the words California, Spyder or Modena! No matter what you call them, they are beautiful turn-key replicas in the best tradition of every day drivers.

And ultimately, the AHA show was as spectacular as the final day itself.

KCI

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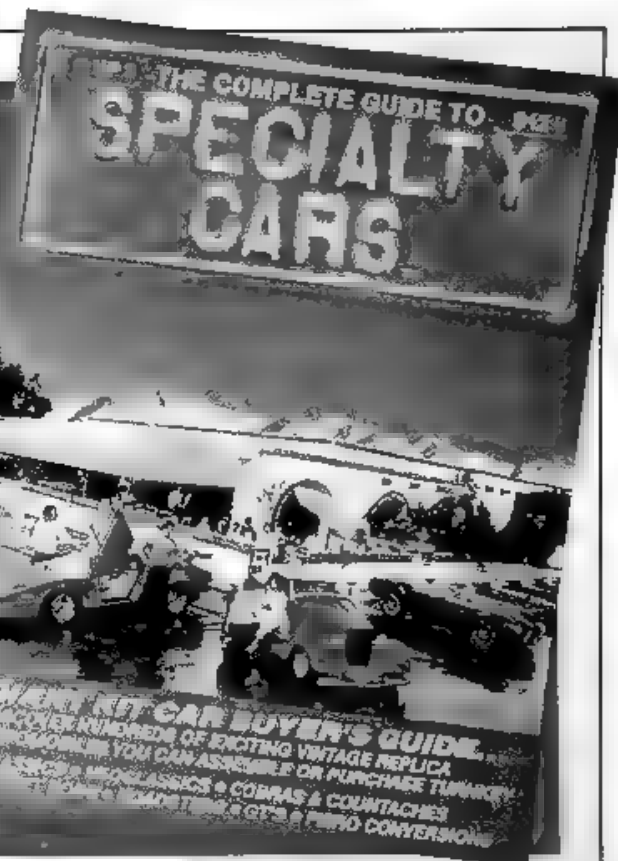
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DISCOVER IN SPECIALTY CARS

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ONE NEAT STUNT

This resurrected Prova Countach has had a tough life in the movies, but it bodes well for the future. By Bill Moore

The word, which has no literal translation from the Italian, means something like "Holy Cow!" The car, of course, is the Lamborghini Countach.

The Prova may not be a real Countach, but in a world of glitz and glamour where image is nearly everything - it's as close to the real thing as you can get. In fact, Mike Ward, who is the California distributor, says, "In my opinion, it's the most exact Countach replica."



This particular car is like a leggy model with all the right angles. However, this lady is tarnished by the after effects of a bad case of pubescent acne. The flaws don't scream at you, but they are there nonetheless. But to be fair, you have to know some of this bright red missile's somewhat shady history to appreciate it.

As we were setting our cameras up, Mike gestured towards the car and said, "Not bad for a stunt car, huh?"

That's right, it's one of five stunt cars that Bill Kester in Hereford, Texas, built for the filming of an upcoming United Artists movie, *My New Car*. "The only reason I got this," says Mike, "is that it was beat up by the movie industry. We had to totally rebuild the suspension."

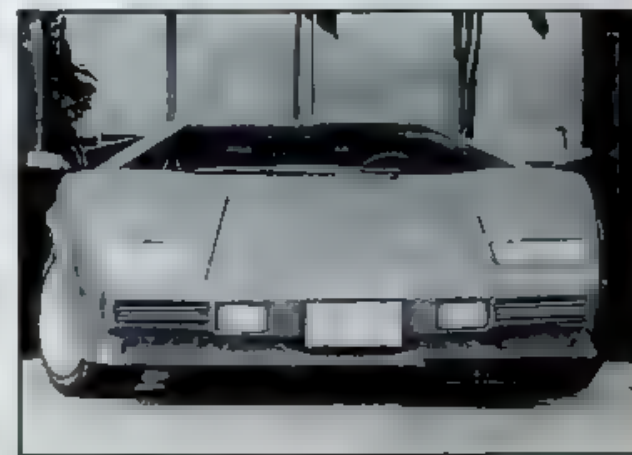
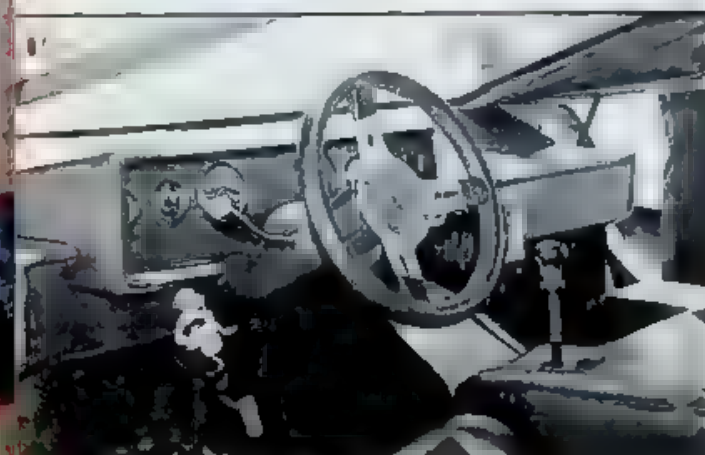
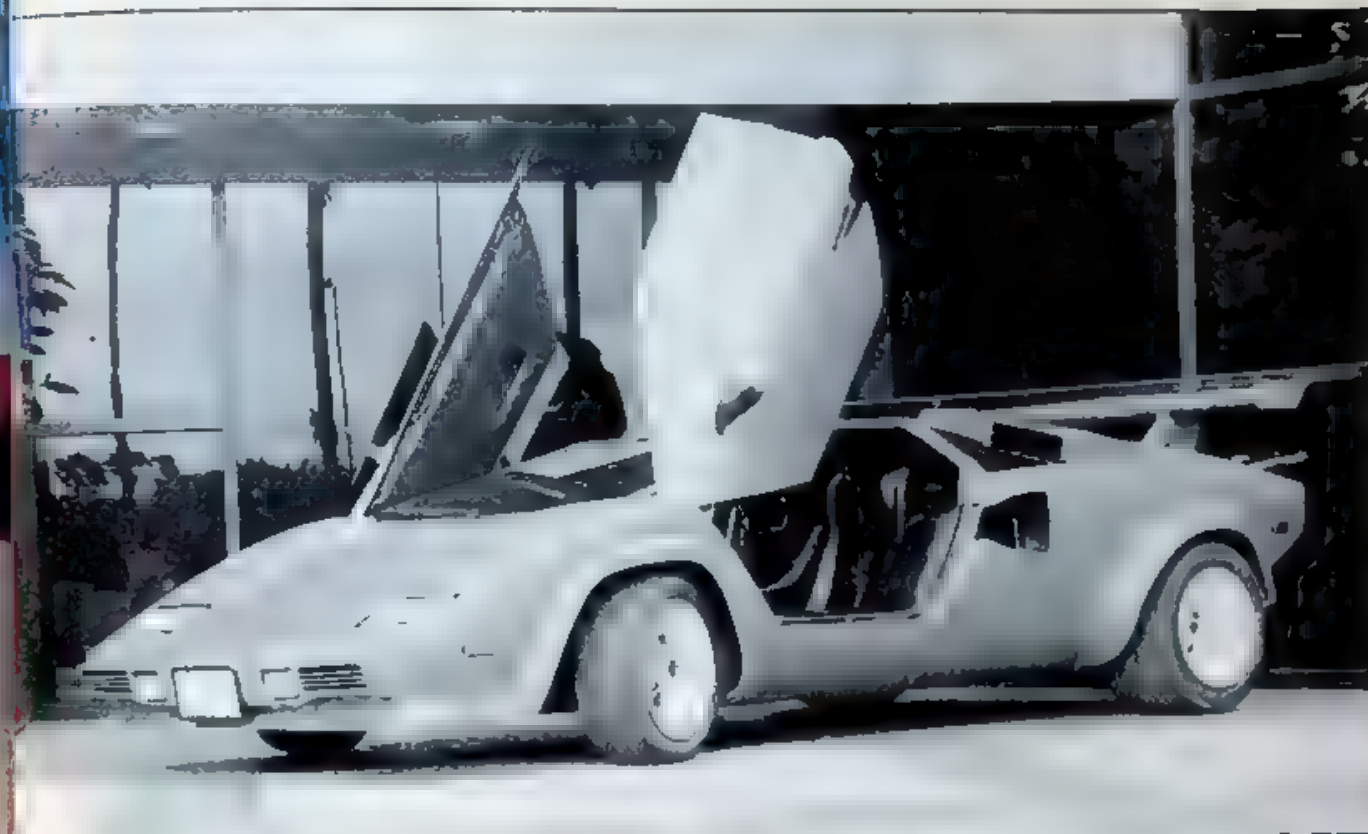


MODEL TIFFANY BOJER



Mike, who also owns an automobile restoration company in Napa, Calif., says it took more than a restoration to bring the car back. "It's called a resurrection!"

While the car looks great from the outside, it's a fairly bare bones affair on the inside once the doors are raised like the wings of a predatory pterodactyl. There's no air conditioning and no radio. The windows don't even open. The black dash board has six VDO gauges to monitor rpms, speed, water and oil temperature, electrics and fuel level. You immediately get the impression that it's a very serious kind of automobile.



Just as in the \$143,000 original, maneuvering the car in tight places is maddening because sight lines are very restricted. This car was designed for straight-line speed, and the ultra-low seating position, the reach up to the steering wheel and the small rear window are impossible. In fact, when Mike maneuvered the car around, he sort of stood up in the door opening like a U-boat skipper in the conning tower.

Still, it's potent. The car is powered by a Chevy 305 with a four barrel carburetor and that combination provides about 220 ponies — quite enough horsepower for the light aerodynamic wedge. "It's fun to drive. It's a kick in the pants," says Mike who adds, "I've had it clocked at 154 at Sears Point International Raceway."

While there's no confusing the sound of a V-8 with a Lamborghini 12-cylinder, the sound is comforting. It tells you quite frankly that this is one rig in which you can vote with your foot.

The Prova is built in England and there are about 300 samples of the car being driven in various countries around the world now, but only 35 kits have been sold in the United States and only 12 very exclusive units are on the road. The car comes in four different stages, everything from a kit to a luxurious turn-key model.

At the point we spoke with Mike Ward, he'd been in the business of providing Provas for nine months, and despite the resurrection he had to perform on the bright red car, it has provided several benefits. First, because all the dealers (and there are outlets in New Jersey, Texas, Florida, Ohio, Michigan and California) share knowledge about the cars, repairing the damage inflicted on it by stunt drivers provided a certain amount of insight — something which will mean better cars down the road.

Most importantly, however, was Mike's response to the car after realizing that it was not perfection personified,

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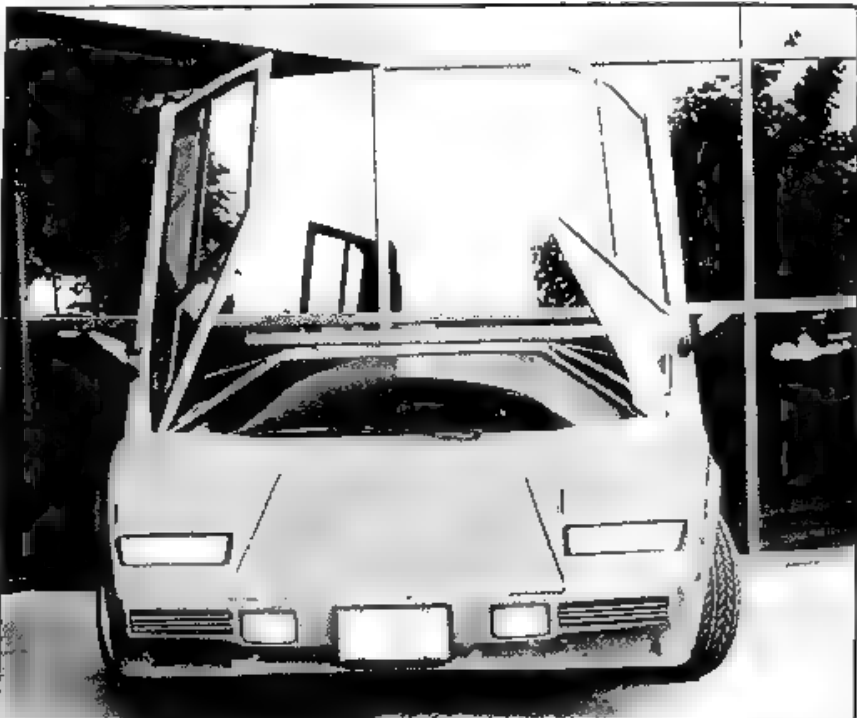
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so it didn't have to be held at arm's length. "It's just a car," says Mike, uttering what many would consider a blasphemy. "You can rub up against it with your belt buckle and scratch the paint. Don't get me wrong, I love cars, but this lets people get close to it and that generates lots of publicity."

Mike has two new, third generation Prova Countaches with increased headroom waiting for the paper work to get straightened out at the San Francisco docks, so he's willing to let his stunt car go for \$35,000. Considering the fact that My New Car will be released in September, Your New Car would be an instant collector's item. **KCI**

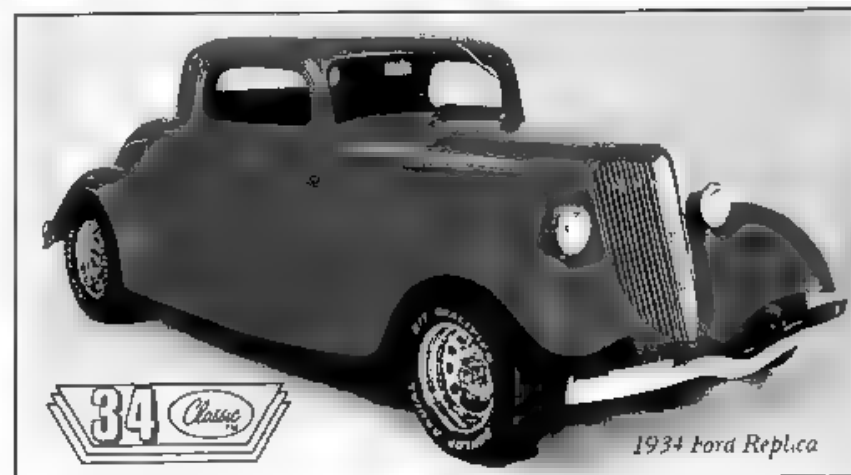
Classic Rod News

SPECIAL EDITION

MCMLXXXVIII

VOLUME ONE

Classic Motor Carriages scores direct hit with Street Rod Kit



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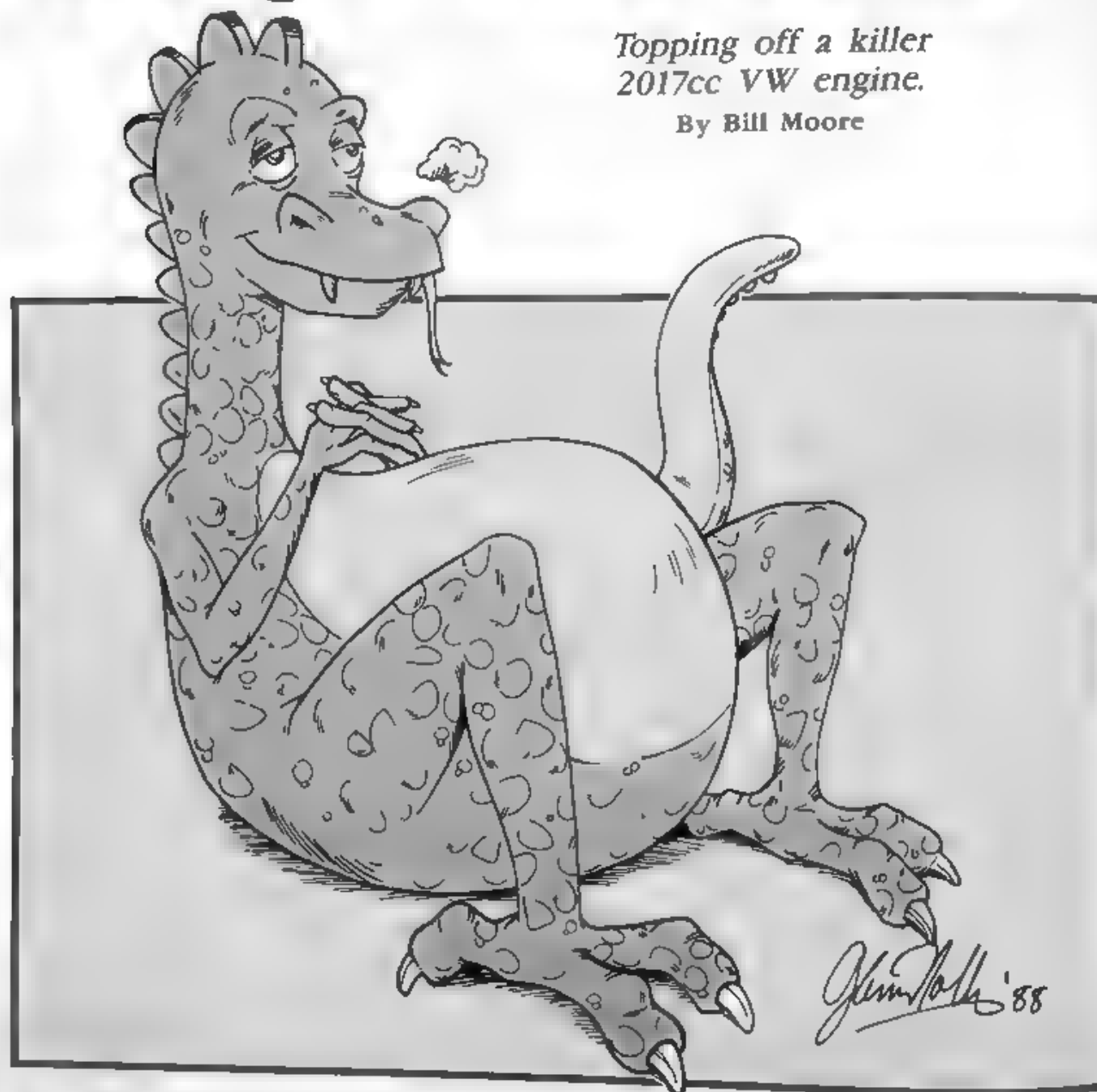
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Conclusion: In the Belly of the Beast

Topping off a killer
2017cc VW engine.

By Bill Moore



When you last saw the air-cooled VW engine we started work on in the April issue of *KIT CAR Illustrated*, the bottom end was all together, but the pistons had no place to do their snap, crackle and popping routine.

A second visit to the Vee Dub Parts Machine shop in Huntington Beach, Calif., has taken care of that little fail-

ure and the completed unit, according to general manager Pat Nelsen, is vastly improved. The stock 1600 VW engine produces 52 horsepower, but the refinements mean that as a 2017cc motor, it now pumps out an Arnold Schwarzenegger-like 135 horses. Nelsen is quick to add, "By 135 horsepower, we're talking about reliable horsepower. It's not the kind of engine

where you'd be afraid to go out on the freeway with it."

While we have included the whole final phase of the build-up for you stay-at-home types, the complete engine is available from Vee Dub Machine (call 714-841-4797 or 1-800-946-8813 outside California) for \$1,675 with 400 heads. Another alternative is to buy one of their short blocks (for \$895) and skip

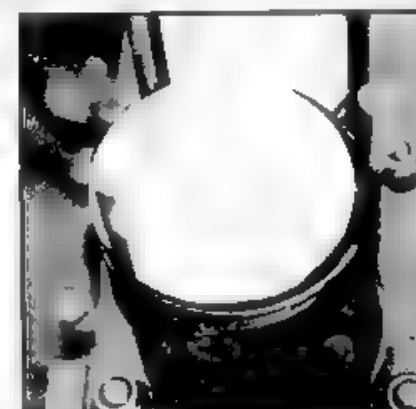


1. CC'ing the head is really the first step in the second half of the buildup because you have to know this information to aid in determining the compression ratio. Here, solvent in a burette measures the capacity of the head, in this case it comes to 64 cc's.

Part 1 of this buildup. If you decide to take either route, we won't tell!

Now, we get down to the serious stuff. The first step here is to install each Cima forged aluminum piston with spun cast iron barrels on the connecting rod with the wrist pins. First, be certain that the rings are properly placed, alternating around the piston at the 10 and 2 o'clock positions. And be sure that the oil control expander does not overlap! Another important thing is that the arrows on the piston top should be pointing towards the flywheel.

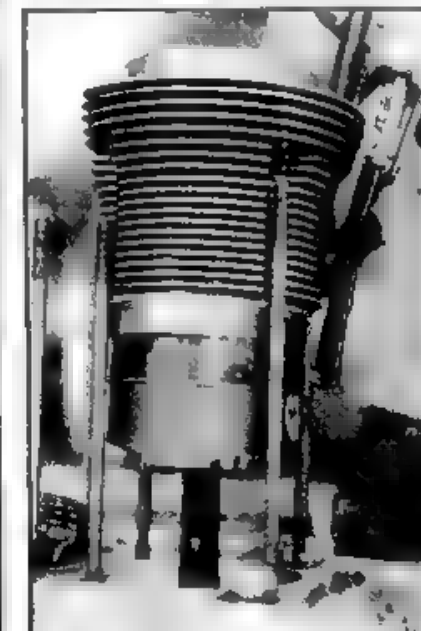
After the pistons are positioned, it's time to place the first of the four cylinder barrels. Using a ring compressor on the piston, the cylinder barrels are



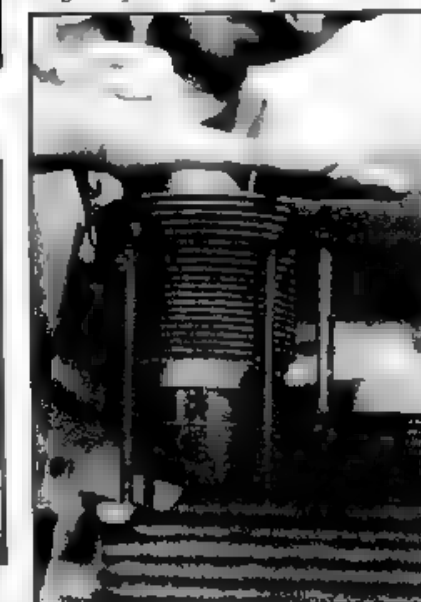
2. When you join the piston to the connecting rod with the wrist pin, be sure that the arrow on the piston is facing towards the flywheel. The wrist pin in a VW is drilled offset to eliminate rattling at bottom dead center and top dead center.

fitted to the block so we can check compression ratio. Beforehand, the combustion chamber of the cylinder head was cc'd to determine its volume.

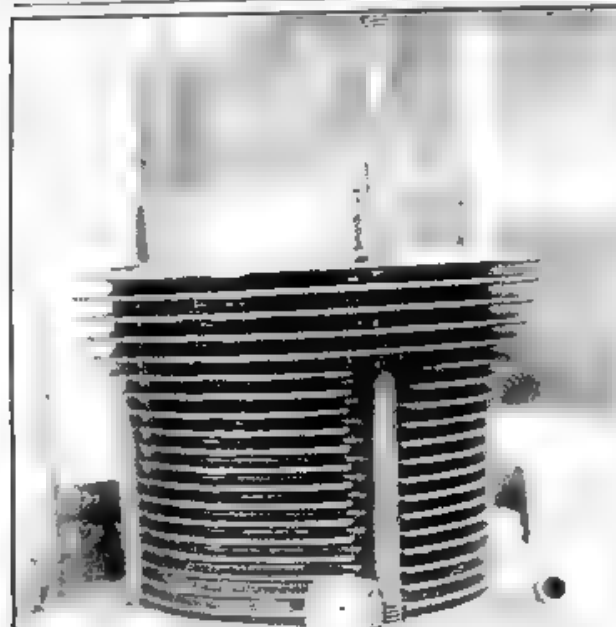
Because of today's gasoline, the compression ratio must be set to provide both performance and long life. If the compression is too high, it produces too much heat and that could cause damaging pre-ignition. It is set by checking the total cc volume of the cylinder with the piston at top dead center, and the total volume of the cylinder head



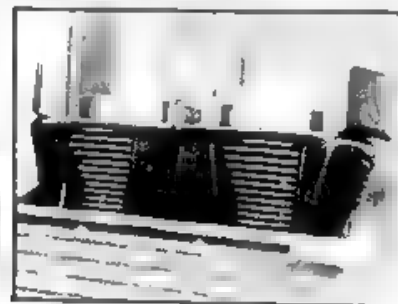
3. Once the pistons are in place, you next slide the cylinder barrels down over them. A ring compressor keeps rings in place for this procedure.



4. Here, the second cylinder barrel is pushed down, along the cylinder studs. Remember, be firm, but don't get too rough because the piston rings can be broken in this phase.



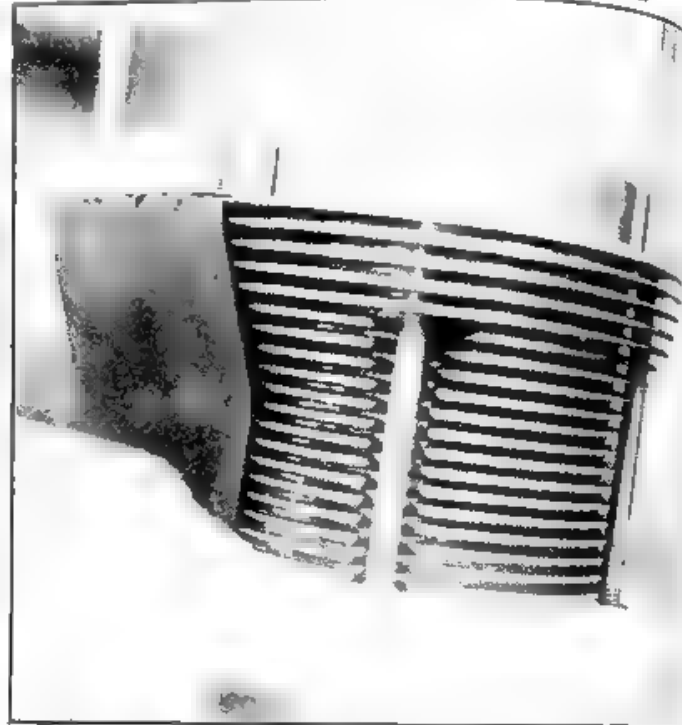
5. Once the cylinder heads are in place, the next step is to check the deck height so the correct compression ratio can be figured. Here the heads are temporarily bolted down so the deck height can be properly measured. If there is not sufficient deck height, shims will be added to the cylinder head.



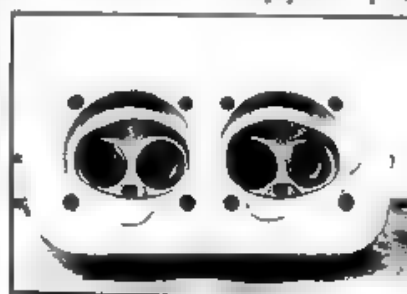
7. Here a more efficient cool tin has been snapped into place around the bottom of the cylinder heads.

combustion chamber. These two figures are used in a formula to determine the overall compression ratio. Vee Dub Parts machine is always happy to assist their customers by phone should there be any confusion.

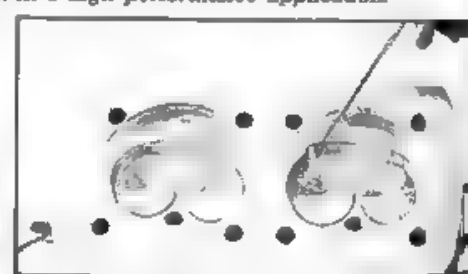
After all the work of determining the compression ratio is completed, each cylinder barrel is slid down the cylinder studs and glued onto the block with 3M super weather strip adhesive. Nelsen says, "A lot of people will be amazed when they read this, but our tests have shown it to be the most effective sealer." Once again use a ring compressor to keep the rings compressed during the process, but rings may still pop up. Carefully tap each of the cylinder barrels in place. By careful, we mean you should be firm, but rings can be broken at this point if you use



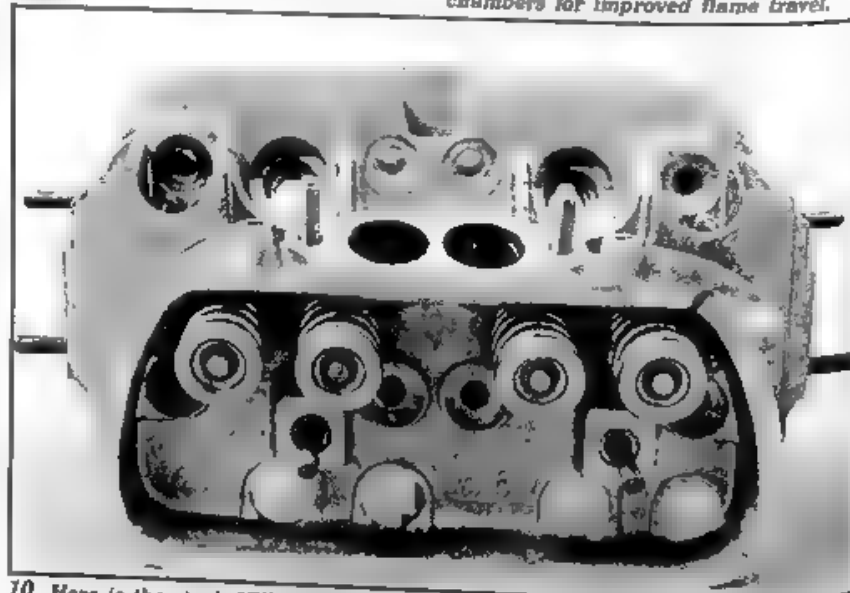
8. Here you see the stock cool tin, which is one of the many parts replaced in a high performance application.



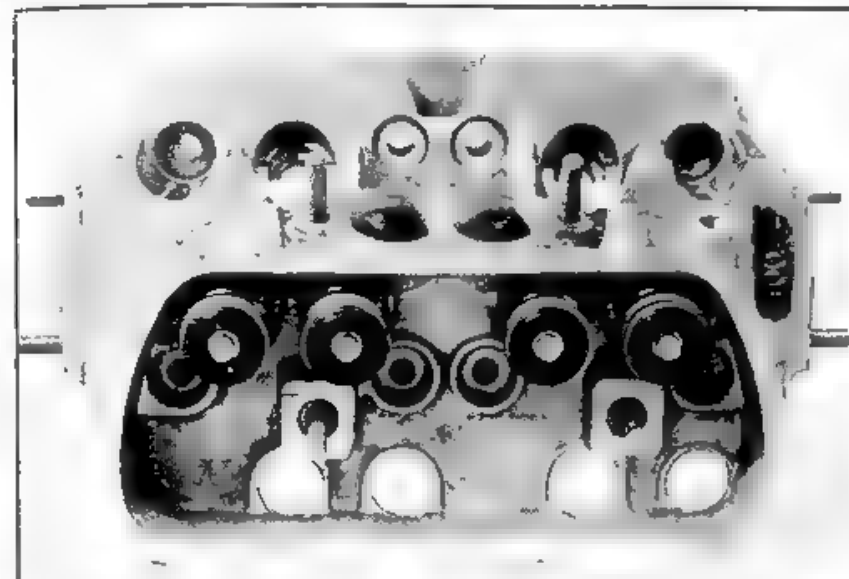
9. Now, let's pause to look at the differences between the stock VW heads and the newly prepared heads for our killer motor. Here is the stock head.



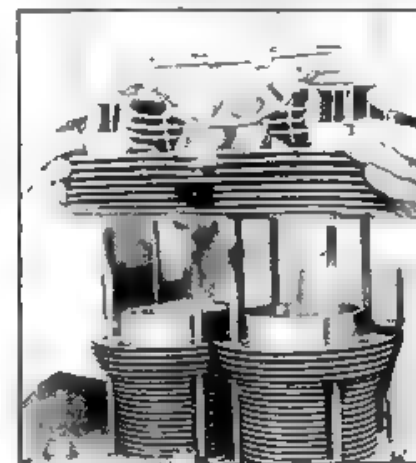
10. Here is the stock VW head from another angle, showing the valve springs.



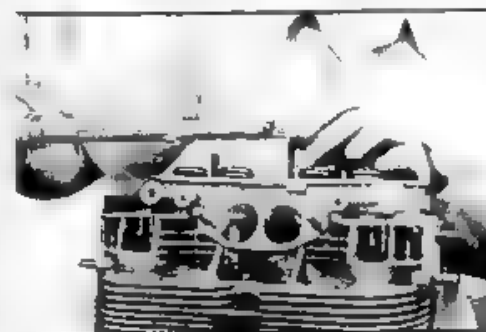
11. The new, improved head has dual valve springs and chromoly retainers.



12. Finally, the new head is slid down the cylinder studs and into place.



13. Before the head can be bolted down, the push rod tubes have to be installed between the head and the engine block. Once again, be careful with the sharp edges and be certain that the weld on each tube is facing up to help prevent leaks.



14. Here the head is torqued into place, starting with the bolts at the center and working outwards.

too much gusto.

After the cylinder barrels are in place, a cool tin is used instead of the stock part which fits underneath the barrels on each side of the engine to provide better air flow distribution for enhanced cooling. Please note that the flanges of the cooling tin are notched to aid in positioning it around the barrels.



15. On top of the new head goes a new and improved rocker arm assembly. At the top is the stock part, with fragile clips and wave washers. The improved version has a solid shaft and sturdier components, including swivel feet on the rocker arms.

Next, the push rod tubes are placed between the head and the engine block, but be careful in placing them because the ends are extremely sharp, so don't cut yourself. They are fitted and the cylinder head is moved into place, being careful to line up the welds on the tubes so they are facing up, once again to help prevent leaks.

Now it's time to bolt on the cylinder

head, which has been opened up for a larger cylinder. The cylinder head we are using is the Hi Flo 400 series head, manufactured by Vee Dub Parts Machine. The head is based on a factory dual port head and features enlarged, ported and polished intake and exhaust ports, 40mm intake and 37.5mm exhaust, stainless steel valves (stock is 35 and 32mm) with dual coil valve springs and chromoly retainers. Dual valve springs are recommended for cams of over .430 inch lift. "The larger springs help eliminate valve float at high rpms which can cause seat and valve damage," says Nelsen.

In tightening down the nuts, use a crisscross pattern. The factory recommends 18 foot/pounds for the 8mm bolts and 24 on the 10mm bolts.

Next, the rocker arm assembly is slipped into place and tightened, being careful to make sure each arm pivots easily. The assembly used by Vee Dub uses a solid shaft and the fragile clips and wave washers in the stock piece are replaced by sturdier components. Swivel feet valve adjusters are used on the rocker arms instead of the stock solid adjusters which make contact with the valve in a stock application. A 3/8-inch chromoly push rod is used instead of the stock aluminum push rod to eliminate bending at high rpm.

Here, knowing the right length push rod to use is critical to achieve proper rocker arm geometry. At half valve lift, the centerline of the adjuster should be in a straight line with the centerline of the valve (See diagram below). To help achieve this, you can purchase an adjustable push rod to help determine the length you really need. Occasionally, one size rod will be too short and the next size too long, so even the pros have to occasionally cut to size. The other approach is to use a shim to raise the rocker assembly, but it's really a second choice to having the right length rod.

Once the rods are in place, the rocker assembly is torqued (at 23 pounds) into place. The nuts used here are 15mm outside diameter instead of the stock 13mm so they can withstand additional torquing. Then, of course, you have to adjust the valves, but here be sure that the swivel feet have the flat portion making contact. The intake valves are set cold at top dead center to .004-inch, and the exhaust valves are set to .006-inch.

Continued on page 58

Throwback Roadster

By Kevin Spaise

Dan Thompson's '27 Bugatti Type 35 blends yesterday's panache with some thoroughly modern personality traits.

Rarely does a contemporary repi car mirror the spirit of its original design in more captivating style than Dan Thompson's Bugatti Type 35.

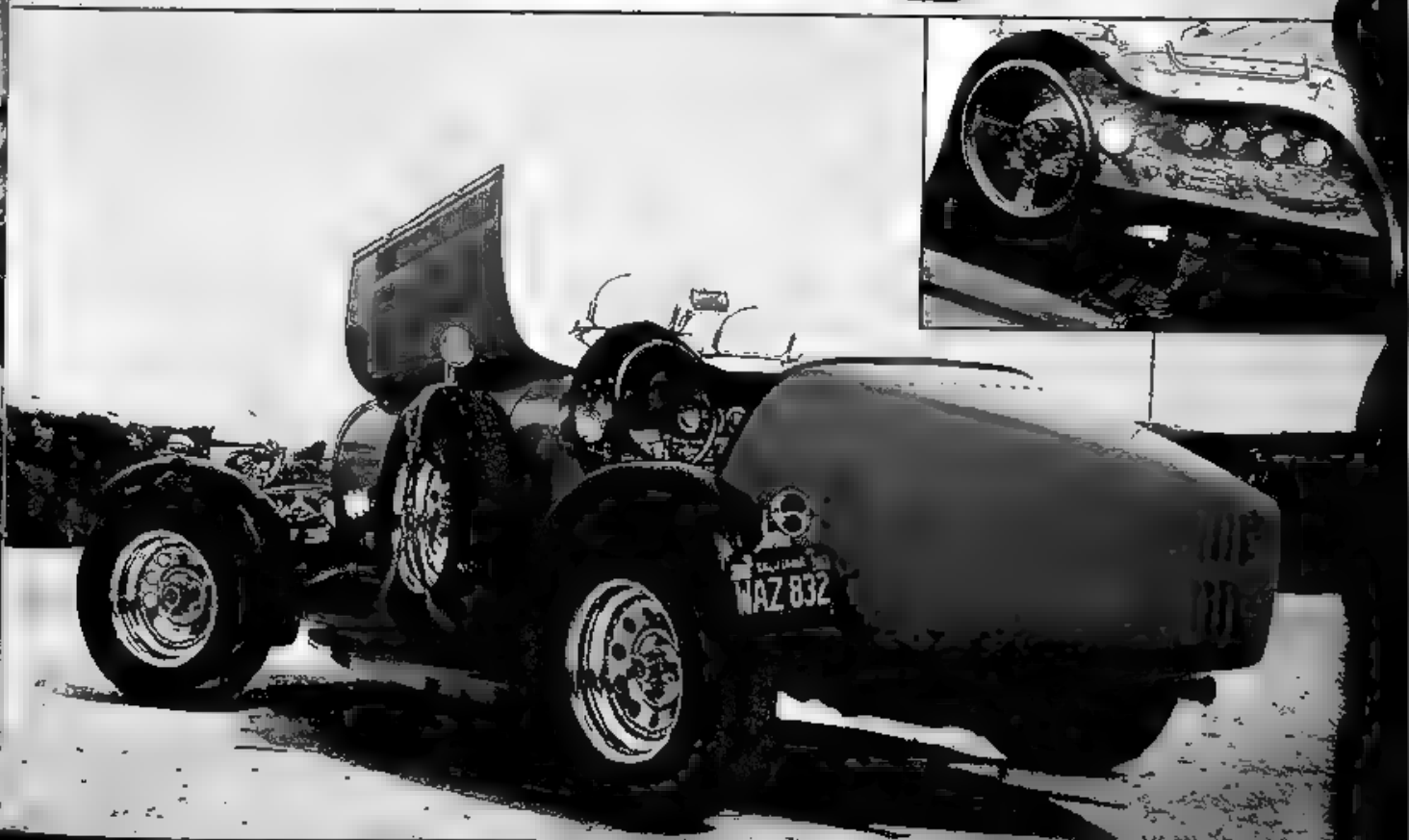
Thompson's first kit-building effort, designated Best of Show in the owner/builder class at the recent Association of Handcrafted Automobiles event at Knott's Berry Farm in Southern California, was ignited when he saw a Russell Automotive display car. "I fell absolutely in love with it," says Dan who was smitten by the same Bugatti-like qualities which struck high performance wheelmen of the late '20s and early '30s.

While Russell no longer produces kits, it isn't for lack of quality components. The car's fiberglass body and steel fenders surround a well engineered package that is powered by a stock VW drive train.

Thompson began his car with a 100,000-mile Baja bug, for which he paid \$400. After selling off the Vee Dub's tires and wheels for \$200, he sent the carcass to the dump. Then, with help from his brother Shawn, Thompson parlayed 843 hours of detail oriented effort into an award winning car which is driven once a week. The number of hours he put into the car is no estimation: each phase of the project was carefully logged.

"I could have met the manufacturer's recommended completion time of 200 hours," says the builder, who fabricated and added rock maple running boards and a liberal array of complementary brass trim throughout the car, "but I took a lot of extra time with detail work."

Redesigning the wiring and turn
Continued on page 64



[illegible]

Bathtub Bombshell

Ventura

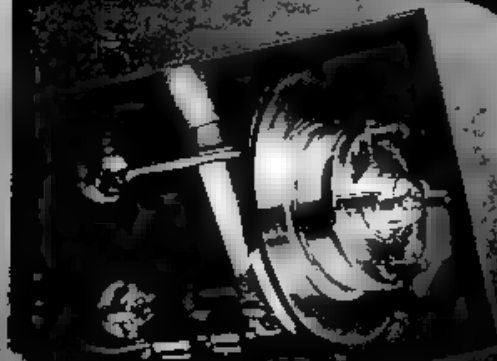
Cinzel

This Brazilian fastback has loads of show and go!



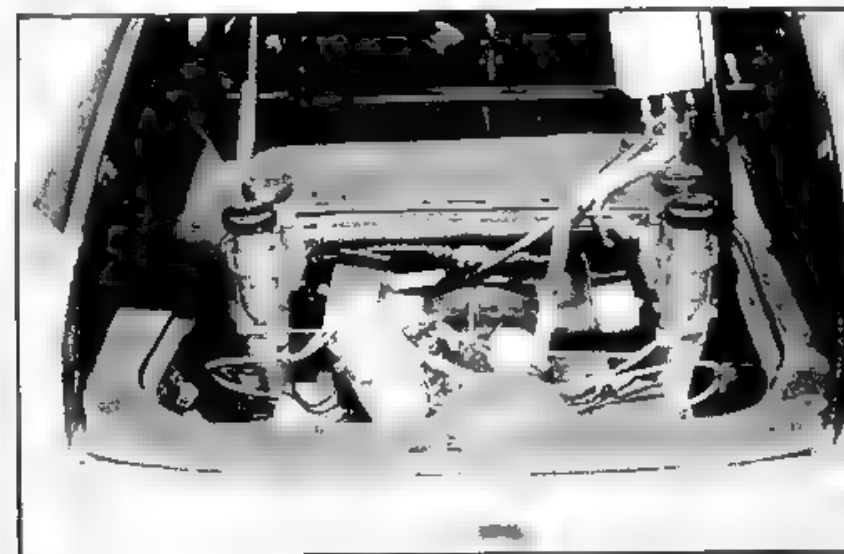
PHOTOS BILL MOORE

VW SPECIALTIES



Gary Avise got his start with cars as a child while helping clean parts for his grandfather who ran an automotive shop back in Nebraska—Champion, Neb., to be precise. There's no question about Gary's Ventura: It too is a champion.

Between 1986 and 1988 he and his company in Stanton, Calif., used many of the specialty items that



rear of the car. If the sun hits this car right, you can be blinded by the light!

But still, that wasn't enough. Gary also took the car racing — drag racing. And in bracket racing the car was a winner as it turned a best of 12.15 seconds and reached 111 mph. Naturally, the car has all the safety items you'd expect in a race car, including a sturdy roll cage.

Strangely, Gary Avise got his start with cars as a child while helping clean parts for his grandfather who ran an automotive shop back in Nebraska—Champion, Neb., to be precise. There's no question about Gary's Ventura: It too is a champion.

Gary sells — things that range from I-beam adjusters designed to lower a VW-type front suspension and modified Porsche 914 10-inch disc brakes at the back, designed to stop his Ventura in a hurry.

After incorporating a powerful, well

balanced VW Type III engine into the sleek Brazilian fastback, Avise (pronounced Avis), added a dynamic paint job by Steve Beam plus stunning brass plating on the front suspension pieces, in the original engine compartment and on special louvered panels at the

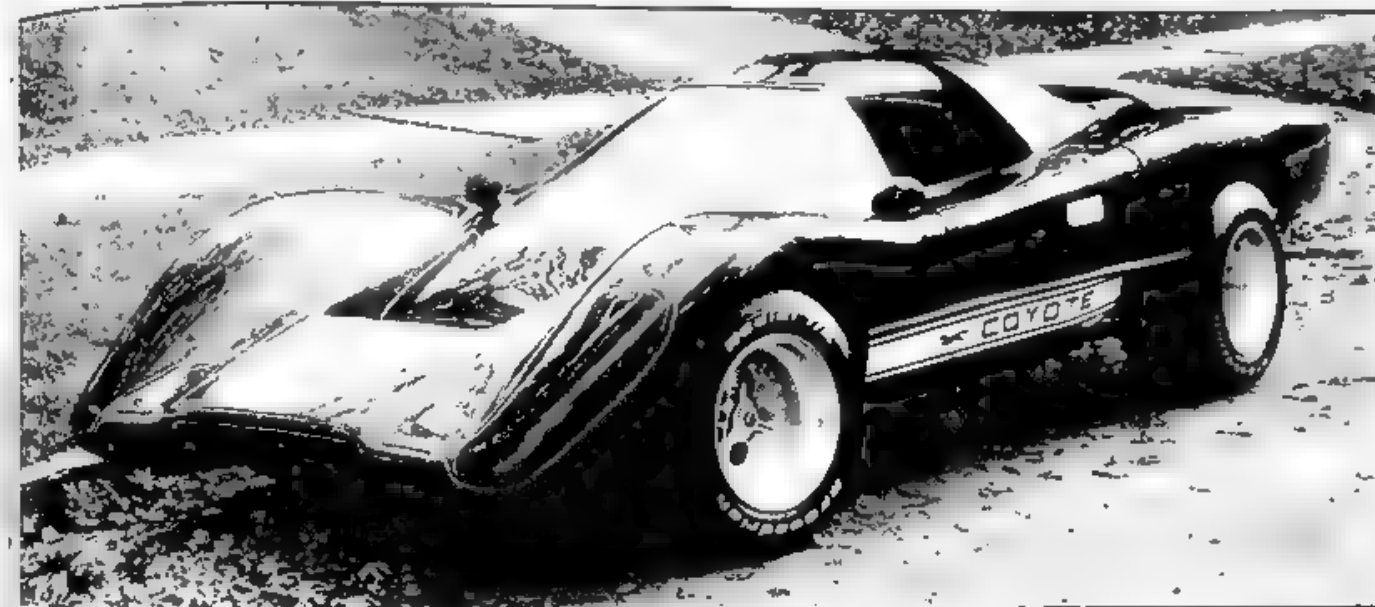
Lights... Cameras... *Action!*



Mario Sciortino is the man behind a company called Unique Movie Cars, and he's the one who provides many kit cars for the movies.

By Gerry Gittelsohn

When it comes to building kit cars, no one is more experienced and knowledgeable than Mario Sciortino, founder of a company called Unique Movie Cars. For nearly two decades Sciortino has supplied the vast majority of all specially designed cars for both television and the movies. A partial list of past credits include the Coyote in *Hardcastle and McCormick*, the DeLorean in *Back to the Future*, and vehicles for *Smokey and the Bandit*, *Cannon-*



Movie Cars is no stranger to the practice, often supplying many duplicate kits of the same car. *The Smokey and the Bandit* film actually required 10 cars," says Sciortino. "Generally there are two main cars — called 'principal' cars — which are used for close-up camera shots and they must be perfect. The others are imperfect stunt cars, used for jumping and exploding and stuff."

Despite many weeks of creative and physical energy being put into their preparation, many of these custom cars are frequently blown up on the first day of shooting. According to Sciortino, who's grown accustomed to the practice, it does not bother him. It does, however, occasionally provide stressful extra work when producers need their cars back for shooting the very next day!

"We've had to work 24 hours a day sometimes," says Sciortino. "I've been in a situation where they pick up a car and wreck it that day and we'll have to have it back shiny and new the next morning. And we do it, too!"

Most of the kits are not street legal and many are specially altered. "When they do an explosion scene," says Sciortino, "we have to weld the doors shut and remove the headlights and all the

ball Run, *Knight Rider*, *The A-Team*, *Fall Guy*, and *B.J. and the Bear*. Most of the time the cars wind up being destroyed — either during on-the-air stunts or after production to avoid possible liability claims. Still, Sciortino has managed to secure a stable of about 300 handbuilt cars which he leases to various production companies.

The car which has probably gotten most response has been the Coyote from *Hardcastle and McCormick*. "It seems like that was the most popular car I've built," says Sciortino from his Southern California-based firm. "We actually built six cars for the show, and each one took us about six to eight weeks to construct."

Based on a Manta kit, the Coyote

was rebuilt from the ground up after starting life as a dune buggy high-jumper chassis. "We had to handmake the bodies, the drivetrains — everything," says Sciortino. "The production company (Stephen J. Cannell Productions) gave us some blue prints, but we couldn't really use them. Drawing a car on paper and building it are two different things. Most of the time the cars start as kits, but we have to alter them severely."

"On the *Hardcastle Coyote* we widened the frame and lowered the top," continues Sciortino. "I had to rebuild the front end four times before we got it the way they wanted it to look."

In the entertainment industry, it is common to do a retake — and Unique



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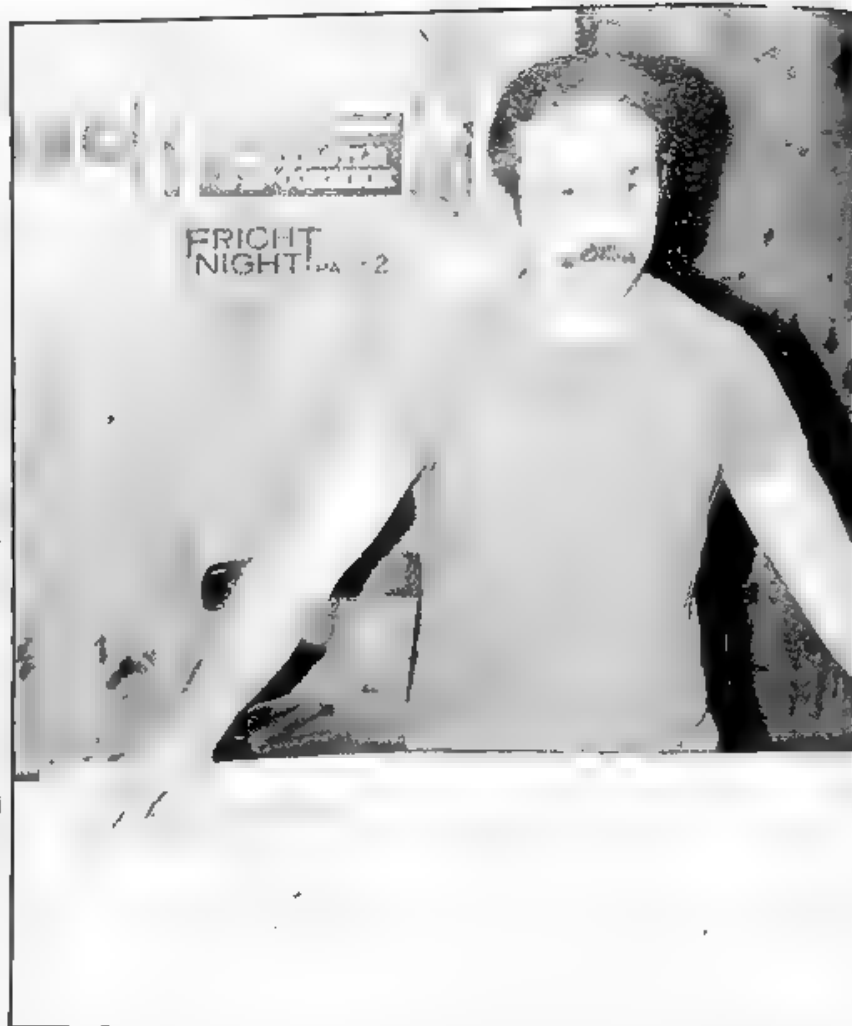
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glass. We install a plastic windshield because you can't have glass flying all over the place."

Recently, Sciortino completed several cars for the cable television show *Turbo Wrath*. A Pontiac Trans Am, modified with a fake air blower attached to the hood, is one of the main vehicles in the show and was customized by Unique Movie Cars.

Sciortino, who began working on cars when he was 12 years old, is currently involved in the sequel to *Indiana Jones*, for which he is building an Auburn. The new project gives Sciortino an opportunity to work with director Stephen Spielberg. "We've been working on the *Indiana Jones* cars for two months now," he says. "Spielberg had an original idea of what he wanted, but it was not completely possible. We're getting as close as we can."

His first involvement with the movie industry saw Sciortino providing mobile dressing rooms and other commercial vehicles. Eventually he incorporated his mechanical skills into the business and began constructing cars. Every once in a while, he undertakes a non-

entertainment project for a private party. For instance, he has assembled several Cobra and Daytona kits, as well as a Countach kit which had baffled its builder.

The company also does work for television commercials. On the lot, Sciortino was putting the finishing touches on a rebuilt Metro, reportedly set to appear in TV spots for Coors beer and Butterfinger candy bars.

Sciortino enjoys his work immensely. "It's a lot of fun because you're not working on the same thing over and over again. It's always a little different because every car is different."

The builder is also proud of his reputation. The company is regarded as the top picture car company in the business. "It's taken a lot of hard work to stay on top," he says. "It's a nice place to be, but I don't want to slack off."

With his firm booked for the next seven weeks in advance, it doesn't seem likely that Sciortino could slack off even if he wanted. And, in fact, he claims to enjoy the 100-hour work weeks!

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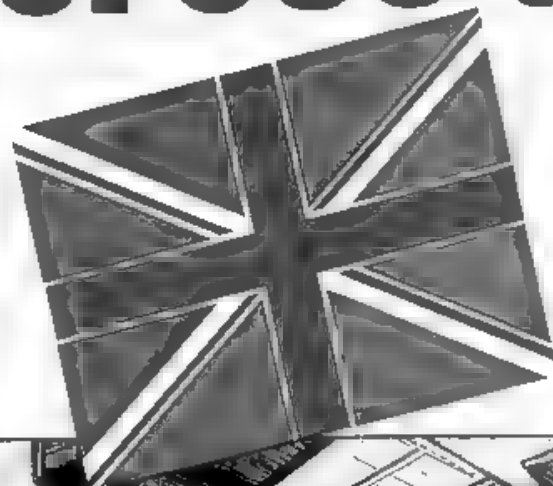
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Across the Pond



Caterham **7** Seven Controversy

One English company sues to protect its car from copycats and wins!



By Bob Egginton

Recently I spoke to the Institute of Mechanical engineers on various aspects of sports car design. During the lecture I allowed time to cover current trends within the kit car industry and at the end I was asked about my attitude towards the emotionally charged issue of copying other peoples' vehicles.

Until Caterham Cars — makers of the successful Caterham (nee Lotus) Seven — took successful legal action against Westfield for producing a copy of their car, I had not paid much thought to the subject. But upon hearing the news, I rushed to a telephone and after a number of protracted calls, I managed to get an appointment with Graham Nearn, the Managing Director of the company so I could hear the story first hand.

Let's get something straight before

we get into a deep discussion on the moral aspects of this issue: We are not talking about a near facsimile of a defunct model such as the GT40 or Ferrari GTO replicas, but the copying of a current model which would adversely affect sales of the original.

The story of the Caterham Seven and Super Seven almost charts the history of the kit car in Great Britain. In the austere times which followed World War II, Colin Chapman started to build "specials" under the name of Lotus. Many of his early attempts had to double as both racing and every day cars and this arrangement helped spawn the Lotus Seven. The name came from the simple fact that it was the seventh design that Lotus had undertaken.

The Seven was a simple front-engined, cycle-fendered, two-seater based around

an aluminum tubular space frame. The car, for its day, was extremely advanced with wishbone front suspension and well located rear axle. However, simplicity was its keynote and Chapman's maxim was: "If it's not there, it doesn't weigh anything." The minimal weight, small frontal area and low center of gravity produced a car with sprightly performance and good road holding in spite of an anemic flat-head 71 cubic inch engine.

The law at that time stipulated that a car bought in component form was exempt from a purchase tax, so the Lotus was sold as a kit. This format proved an instant success and sold in good numbers to people who wanted a cheap, but rapid form of transportation capable of performing competitively at weekend sporting events.

As the years went by, the Seven had

various engines grafted in and some of its alloy panels were replaced with fiberglass. On top of that, disc brakes, different back axles, gear boxes and wheels were used, but through it all the little car maintained its character. In the late '50s Ford started producing its light Kent series engines and these, in various capacities and tune, became the standard motor for the Seven.

At the end of the '60s the first major change to the Seven took place when Lotus announced the Series Four. However, this angular car did not really find favor with the public. At the same time, a dwindling market and Lotus' desire to produce a more refined automobile left the Seven in something of a decline. It was at this stage that an enthusiastic Lotus dealer approached Chapman with a proposal to take over the Seven's production. After a figure was agreed upon, Graham Nearn of Caterham Cars became the proud owner of the rights to produce the car in 1973 and the Caterham Seven was born.

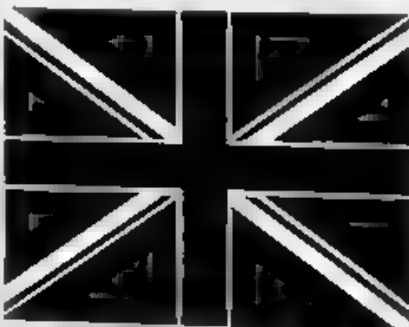
In order to ensure continuity of production and to use up considerable stocks of the Series Four components, the car was kept in production for some time. But it was eventually phased out and Caterham reverted to producing the Series Three car as they had intended all along.

In the intervening years the Series Three has undergone a number of detail modifications in both chassis and engine department, but other than than wider wheels, the vehicle is still externally identical to the day Colin Chapman handed the car over to Caterham.

Today the Caterham Seven can be purchased with De Dion rear axle, a 16-

valve, 170 horsepower Cosworth Ford BDR engine or a more humble overhead valve motor and live axle. It can even be bought as a basic kit car, just as in the good old days.

But now the ugly specter of legal action has reared its head. A number of people took a look at the Seven and decided it would be easy to copy. The most successful of these was Westfield Cars run by Chris Smith. Westfield produced a version of the Seven that was virtually identical to the real thing — and sold considerable numbers of them, too!



Caterham's Graham Nearn decided that the situation was getting out of hand and took legal action against Westfield for infringement of copyright. On top of that, he claimed that the names Seven and Super Seven were Caterham's sole entitlement for a car of that shape.

Nearn claims that his greatest concern was that Westfield Sevens would be rebadged once in the hands of owners or used car dealers and sold as genuine Caterhams. Not only would this undercut the value of the originals, but also create unfair competition for Caterham.

In December Caterham won its suit and announced that "substantial damages and costs" had been awarded. In addition, Westfield had to turn over all of the tooling involved in the production of its Seven.

However, Westfield is now producing a new vehicle named the SE which is clearly "inspired" by the Lotus Seven if not a direct copy, so you have to wonder whether anything has really changed. Caterham does seem happy with the situation, though.

The whole case has, of course, potentially enormous implications for the entire kit car industry because several manufacturers may be heartened in their fight against copies and be tempted to pick up the phone and call their lawyers.

In Caterham's case, the company had a huge investment at stake. Not only had it recently moved to a new factory in the East of London, but Graham Nearn had to consider the financial position of his employees and suppliers. While one can question the company's philosophy of sticking to a one car product for so long, it is their right and they should expect to be protected against unfair competition.

One obvious question concerns why Westfield took the action it did. Chris Smith is clearly a talented individual in both engineering ability and marketing prowess, and it's strange that he would do a straight copy of the Seven. And with invention and innovation the big buzz words today in Great Britain, it is surprising that more individuals in the kit car fraternity do not break their own ground and simply build a better mousetrap.

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Driller *Thriller*



Dentist Bruce Driscoll's rotary-powered Magnum is a high-style daily driver.

By Kevin Spaise

Evoking cosmetic comparison with Ferrari's svelte 246 Dino GT, the Magnum GT quickly became a kit car industry staple after company owner Lyle Mader drew upon the considerable talents of fiberglass craftsman Wayne Jacobson for its creation. Dentist Bruce Driscoll is one of the estimated 100 Magnum builders, and his Mazda-powered daily driver is a fit ambassador of the breed.

Driscoll built his car to drive, and few production cars exceed its friendly road manners and pleasant accommodations. When Driscoll eased the Magnum into a comfortable gallop after a neck-snapping race through the Kennedy-adapted, four-speed VW box, the reasons for the

car's considerable use (29,000 miles in 30 months) became clear.

The throaty rasp of the 13B rotary engine, enhanced by extended Racing Beat headers and dual 20-inch glass packs, is no match for an incredible sound system which funnels a compact disc/cassette unit through a complex maze of crossovers, amplifiers, equalizers, woofers and tweeters. Driscoll's fascination with gadgetry is further reflected in a dash-mounted garage door/gate opener and Clifford System III alarm with remote K-40 radar detector.

Driscoll drew liberally from the wells of several industry experts, and claims particular indebtedness to

Jerry Trout, Association of Handcrafted Automobiles activist Ralph McBee, Terry Mills and VW aftermarket cornerstone Gary Avise of Gary's VW Specialties.

After Mike's Frame Alignment shortened its rear camber, Avise beefed the VW chassis up with an adjustable rear Sway-Away system, Porsche 914 rear brakes, adjustable front torsion suspension and KYB shocks. He also used Jay-Tech two-inch drop spindles and front discs, plus adding big BFGoodrich Radial TA tires.

Driscoll dressed the 1308cc engine for duty, not drill parades. Redlining somewhere near 10,000 rpm, the engine still cranks out around 215 horsepower at a more civilized 4,000 turns as it breathes through a single Weber carburetor. Keeping things from getting too hot is a full-tilt cooling system which features oil coolers by Earl's and Mesa, plus fans from Perma Cool. Directing the torque to the ground is a short-throw Gene Berg shifter with reverse-lock, modified with a stainless steel

shift fork. Transaxle Engineering reduced the gear ratios so Driscoll could quickly reach the upper limits of the speeds.

While VDO gauges are set in a walnut dash, cosmetic enhancements include an African mahogany steering wheel, tan nylon velour interior and brown cut pile carpeting.

"Neither Japan, the U.S., nor Europe were building the kind of car I wanted," says Driscoll, who estimates his total investment at \$25,000. Apparently he succeeded where the production market failed, a judgment seconded by judges at the '88 AHA Knott's Berry Farm show as Driscoll's radical ride was named the outing's Best GT.

If the Magnum's profile makes you salivate wantonly, you'll need to act quickly because Magnum bodies are no longer in production. Happily, several dormant shells are known to exist at Jacobson's shop, and Avise reportedly has one or two available.

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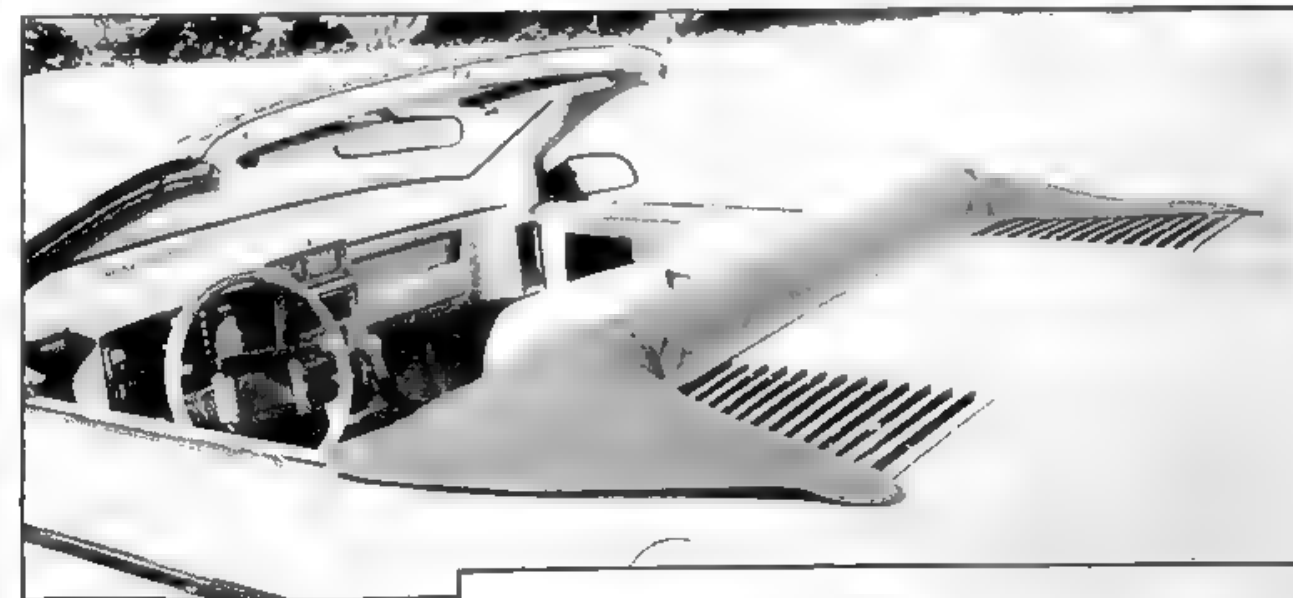
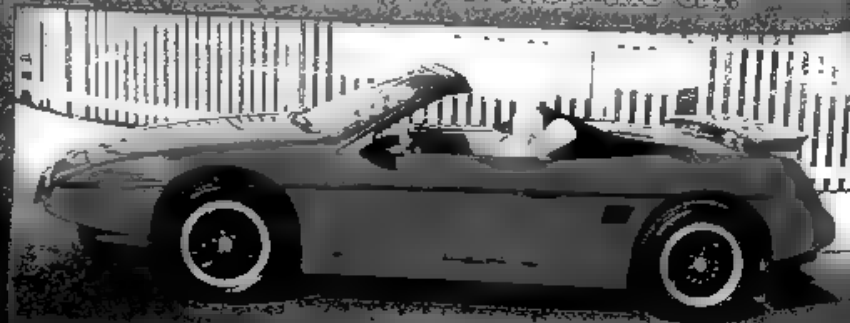
The Topless Fiero



General Motors' Fred Seabrook comes up with a clever way to drop the top on the Pontiac Fiero, just as GM decides to drop the car.

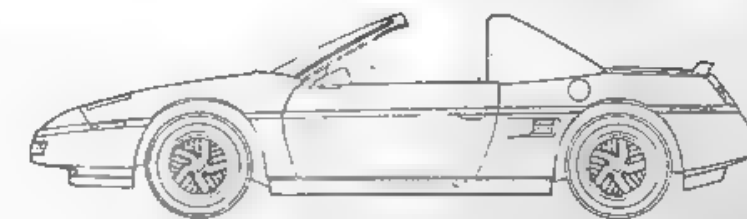
By Bill Moore

When the Pontiac Fiero was first conceived, one of the prototypes was a convertible. Unfortunately, General Motors' shortsighted and penny-pinching ways not only doomed that project, but eventually the entire car line. The General, in fact, has just announced that this is the final year for the Fiero.



Ultimately the Fiero, a commuter car which put on sports car clothes, will number about 350,000 units, with the final production year being the finest of them all by far. When the production lines stop, the Fiero will become an instant classic.

Losing a car like the Fiero, which had so much unfulfilled promise, is a tragedy. Some people, though, always seem to have the foresight to take advantage of these little tragedies of life and in the end they invest in a few cars and reap gigantic profits. The value of a car is proportional to its



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performance and availability — and to make it even more exclusive, Sicilian Onofrio (call him Fred!) Scaduto has come up with a neat chop-top version.

After living briefly in Milan and Turin, Fred Scaduto moved to this country in 1970 where, besides rearing four children, he's held a number of jobs, including being a photographer. But Fred's family, and especially his dad, was always involved in body shops, so he picked up a few tricks along the way.

"I always had the hobby of designing cars," says Fred, "but if you don't build the cars it doesn't make any sense." In 1984 Fred saw a Fiero Spyder at the Chicago Auto Show and was told the car would not be put into production because of safety considerations and the fact that the engineers didn't think storing a convertible top was feasible with a mid-engined car. Still, says Fred, "I saw a solution right away."

Two years ago he started on a Fiero of his own and struggled to get it done. "It was crude," says Fred, "but it worked!" With Fred's design, the roof itself can be used as either a Targa arrangement with the hard top folded away and the rear window and roof wings staying in place, or the whole unit can be dropped flat and neatly tied down with six simple snaps.

Removing the roof is a snap in itself,

one twist of a lever and the main top can be lifted off. The roof folds in half for easy storage. When you seek the true convertible look, the rear canvas folds down neatly without blocking any of the air vents that let the sporty six cylinder engine breathe.

I showed it to Entech Engineering (the original designers of the car) and the engineers loved it. They said it was probably the easiest mechanism to install on the production line."

The engineers at GM also liked the idea, but it was shot down by the bean counters who didn't want to have anything to do with it because it would not be produced in big enough numbers — and that's the main reason the Fiero is being killed off.

Scaduto built three prototypes on his own, both a GT and a Formula into full convertibles and a Formula into a Targa model — all in two and a half months. After he gets geared up, Fred feels he can produce a car every five days for \$5,000 a copy. But it takes more than simply chopping off a roof to make a convertible, and Fred has added special bracing to stiffen the suspension.

But how does it work in the real world? Just fine, thank you. With the roof in place, there's no ballooning like in a conventional convertible and there is absolutely no wind noise. With the roof off, you get mild buffeting, but

you can hold a conversation without having to resort to bullhorns.

Everyone who has seen the car has been impressed with it and Fred has had 300 inquiries so far. In the end, he foresees making about 100 conversions — but his design extends beyond the Fiero — the convertible mechanism will also work on other mid-engined cars, like the Toyota MR2 and even a Porsche 914.

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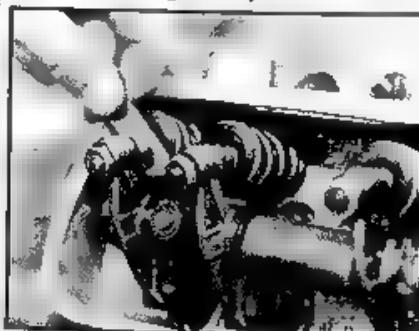
Continued from page 37

Finally, before placing the valve cover bail on the engine and buttoning the valve cover on, squirt some oil between the valve and adjuster top of the valves. When the engine is first fired up, it will take a few seconds for the oil supply to reach the top end, and damage could result without the oil being there in the first place.

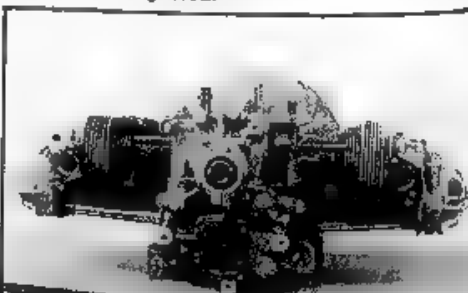
Once the engine has been installed and all fuel and oil lines are secure, the valves will have to be adjusted one more time after about 20 minutes of break in. **KCI**



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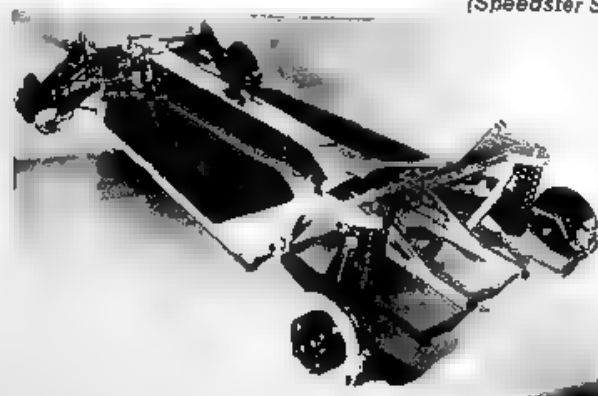
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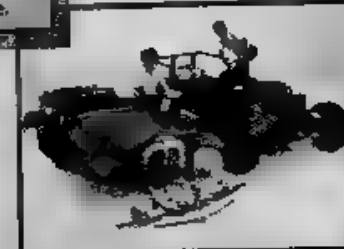


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ORIENT EXPRESS

With the Japanese having a yen for exotic cars, Seigo Takei has taken over Exotic Coachcraft and is providing them with their dreams.

By Bill Moore

Simmering with 15 coats of black lacquer, the Daytona Spyder exudes a powerful feminine aura. Then, the burble of an American big block Chevy V-8 bursts from beneath its long, sinuous hood, and gives it a masculine balance.

Altogether, Exotic Coachcraft has an appealing package produced by the company's new owner, Seigo Takei. Besides selling his cars in America, this 23-year-old entrepreneur is sending Ferrari replicas back home to countrymen who hanker for something exotic in a congested island world where nearly all of their neighbors (does this sound familiar?) drive Japanese cars.

Seigo, who came to this country five years ago from Tokyo, is his own man. Despite a family tradition of medical careers, he came with the intention of making his fortune as a professional tennis player. Instead, he made his money with a few wise investments in real estate and the commodities market. Then, to satisfy his need as a designer, he took over Exotic Coachcraft last November. He will, however, be changing the company's name shortly to Design Seigo.

Each of the Daytona Spyders he produces is built on a Corvette chassis which he has personally tracked down. Seigo spends an average of \$8,000 for these one- or two-owner cars which come from salt-free climates in Arizona or California — and he picks only the plums with less than 50,000 miles on them. His reasoning is simple: "When you buy something wrong, you end up with something wrong."

Right now he completes two or three of the cars each month from his shops in Chula Vista, Calif., a stone's throw away from the Mexican border. Seigo, though, plans to increase production later this year to meet a burgeoning demand. Seigo says, "I've lost so many sales because I didn't have any cars on hand."

Having lived most of his life in Japan, he obviously knows the market there.

Continued on page 63



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ORIENT EXPRESS

Continued from page 60



"The standard of living in Japan," he says, "is very high. Japanese are very particular, they want it done nicely. The Daytona Soyder is very, very popular there."

Still, there is a sensible approach that must be taken, and he explains that by saying, "You can take six months to make a triple-A grade car which sells for \$100,000, but only a few people will buy it. Instead, you make a double-A grade and get it out more quickly, but it's still a high quality car."

When Seigo bought the company it was known for its one-piece bodies, but he points out that the 1968 through 1974 frames that he prefers aren't all exactly the same and one piece bodies don't always fit properly. Instead, he uses a five-piece body for his rejuvenated Corvettes. There is a front and rear clip, plus two doors, a hood and trunk lid. The trunk lid, in fact, is incredibly heavy. He explains the weight by noting that it is reinforced with steel and says, "That's very important for extra protection."

After thinking about the importance of his five-piece approach, Seigo adds, "Do you know why a five-piece Corvette body is better than a one-piece? Because Chevrolet built the Corvette with five pieces."

After Seigo and his team go over a Corvette, everything — from the engine to the brakes — is renewed. "People

in Japan are strange; they want a new car," he says. "When they get these cars, they are better than new!"

Exotic Coachcraft offers the car with an automatic transmission, but a Doug Nash five-speed is an option. On top of the fine-tuning, Seigo also offers aircraft-grade braided stainless steel hoses which are covered under a warranty for 10 years. Included in the \$39,500 price for his turn-key models is a leather interior, power steering and power brakes, a 12-speaker sound system with a top quality radio and CD player and just about everything else you can imagine. In fact, Seigo is so confident of his work that he guarantees his Daytonas for 12 months or

12,000 miles.

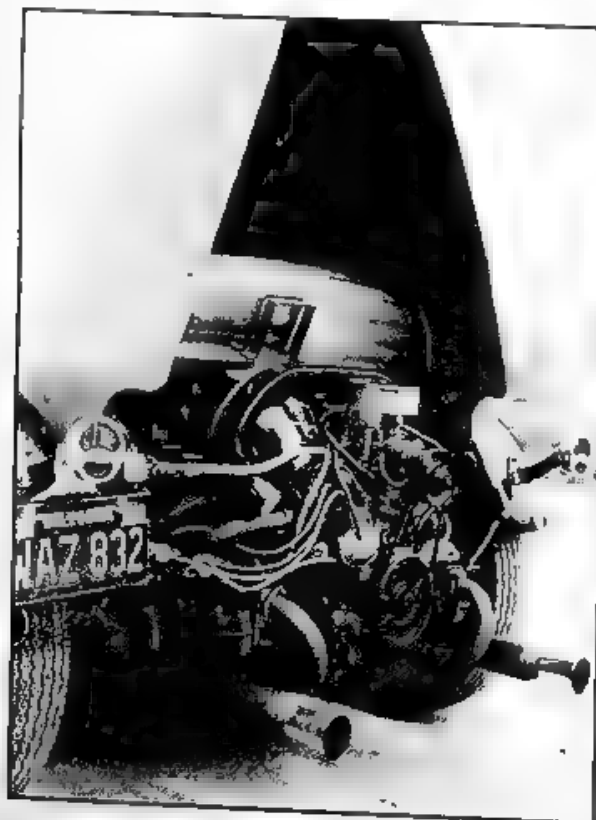
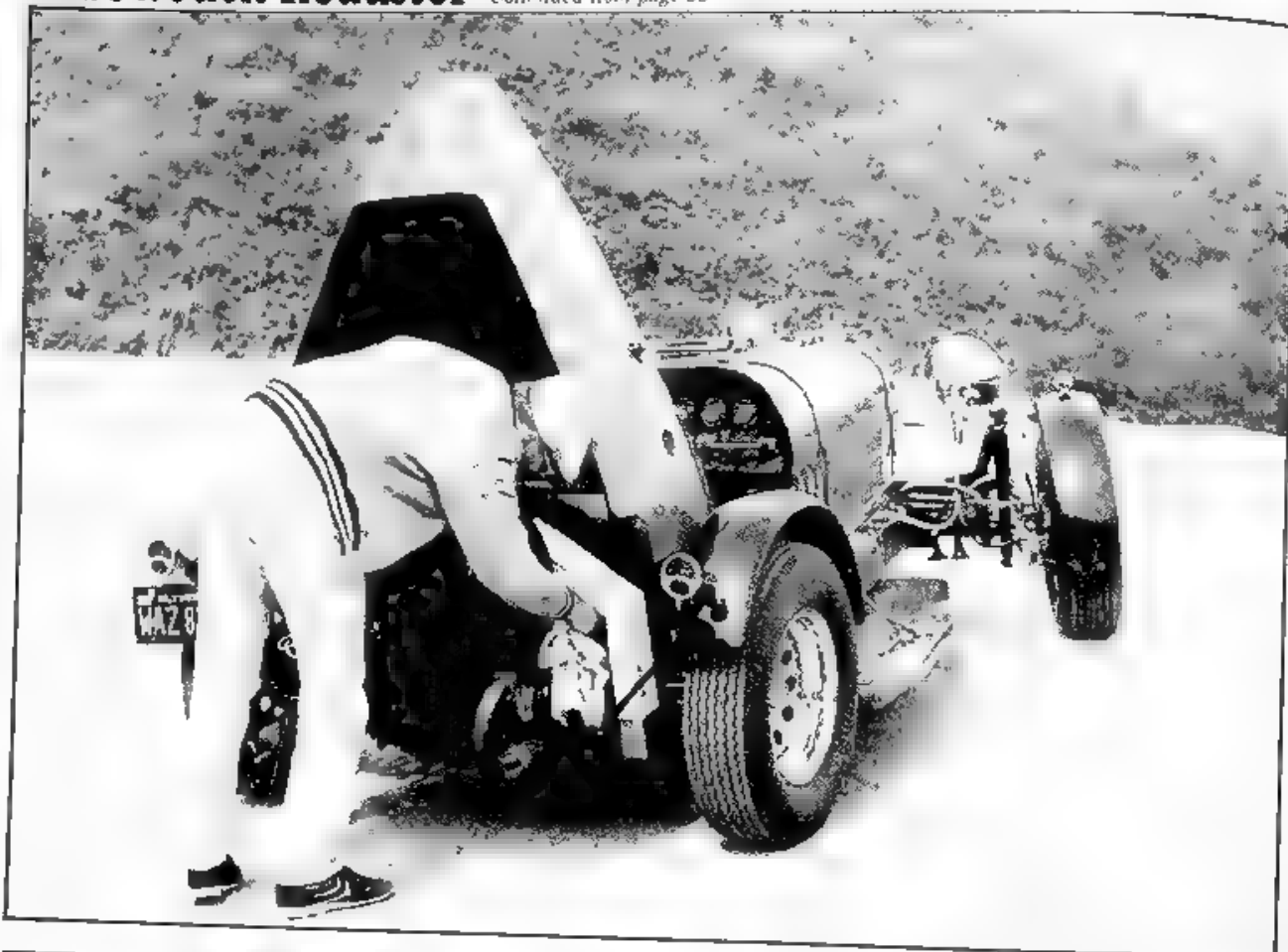
Right now the biggest problem of selling cars to people in Japan involves the two week trip by ship. "Overseas people," says Takei, "get anxious. They don't want to wait."

And when they do have the patience, they must have plenty of money. Seigo deals with an import-export company which handles the shipping. When these cars finally arrive they go for about \$70,000 in the Land of the Rising Sun and falling dollar.

Seigo Takei, however, wants to make one thing very clear: "I don't care about the money. I love the car!" Obviously there are many people, both here and in Japan, who agree with him. **KCI**

Throwback Roadster

Continued from page 39



signal systems, fabricating an aluminum front guard to partially conceal VW underpinnings, and powder coating the car's transaxle, drums and engine tin also took extra time. An owner-designed, custom fabricated headlamp holder proudly showcases the Bugatti marque on the front of the car and Cal Master built a set of 15-inch rims with gold anodized inserts for the car to add a distinctive accent.

The car's slightly oversized headlamps were discovered at a prominent Southern California auto swap meet. Although originally encased in brass, they were chromed to enhance cosmetic appeal.

While the car's interior is neatly appointed, it's the beautifully enhanced sound of a stock 1600cc VW which bubbles through twin glass packs which lend credibility to the car's boattail. A lowered, adjustable front suspension was acquired through Johnny's Speed and Chrome, while Gabriel air shocks cushion the rear end, but the rest of the car's mechanicals are predominantly stock Volkswagen.

"Driving the car has been even more of an experience than I anticipated it would be," says Thompson. "Sometimes I feel like I'm on display driving down the street."

Although the car is used primarily on weekends, it's been rained on twice. "The wind screens are there basically to keep the bugs out of your teeth," laughs Thompson. "When I got caught in the rain, I felt like I was racing at Le Mans."

The Complete VW Catalog

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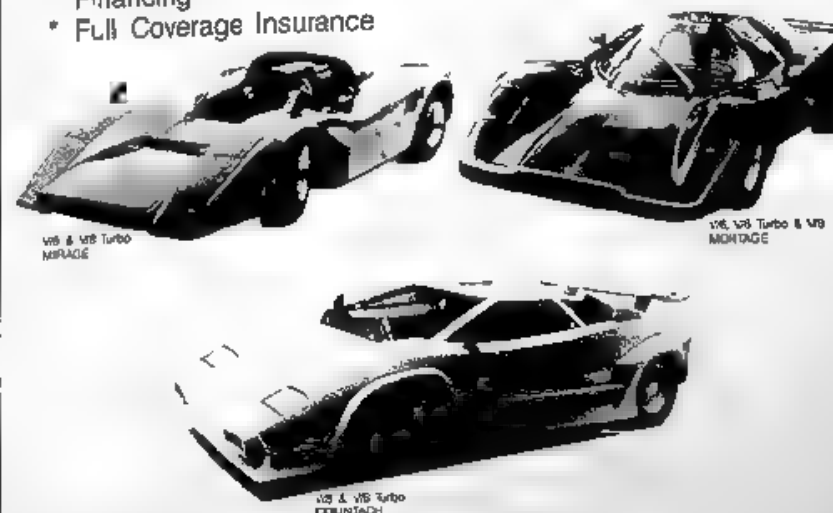
Jammed packed with over 5000 stock and high performance items, the SCS COMPLETE VW CATALOG is the biggest, most complete source for anything VW. (including the best prices!). Send \$2.00 (shipping and handling to Dept. C - Small Car Specialties - 618 East Bell Rd., Anaheim, CA 92805 (714) 635-6620.

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Kneeland Motor Cars
East 1730 Brockdale Road
P.O. Box 367
Shelton, Washington 98584

Bathtub Bombshell Continued from page 40



The owner makes no apologies for the manufacturer's slight deviation from traditional Porsche lineage. The "C" strikes a more squat, leaner profile than stock, a feature that has helped make it one of the industry's most popular offerings. CMC also offers a more authentically styled version of the '55 Porsche — using identical mechanicals to the "C" — for the purists.

A first kit effort, Johnston's creation appropriately reflects the 800 hours piled into it. After sawing off a 14-inch section of its pan, Johnston sand blasted and painted a frame scavenged from a \$200 curbside Volkswagen treasure, before adding CMC's front end componentry. He also pirated the donor car's steering column, fuel tank and headlights for later use.

Automotive Expressions of El Segundo, Calif., takes the credit for the car's paint, and also helped bolt the body in place. Beck's Tire and Wheel fabricated a set of wheels to perfectly fill the flares, plating the wheel's modular centers in antique brass. The wheels were expensive, but really deliver cosmetic voltage.

"Misty" blue naugahyde was plied by Inglewood Auto Upholstery, nicely matching the fabric to the body's Marina blue accents. Beautifully crafted Classic Instruments gauges with brass bezels accent the brass-and-blue highlights.

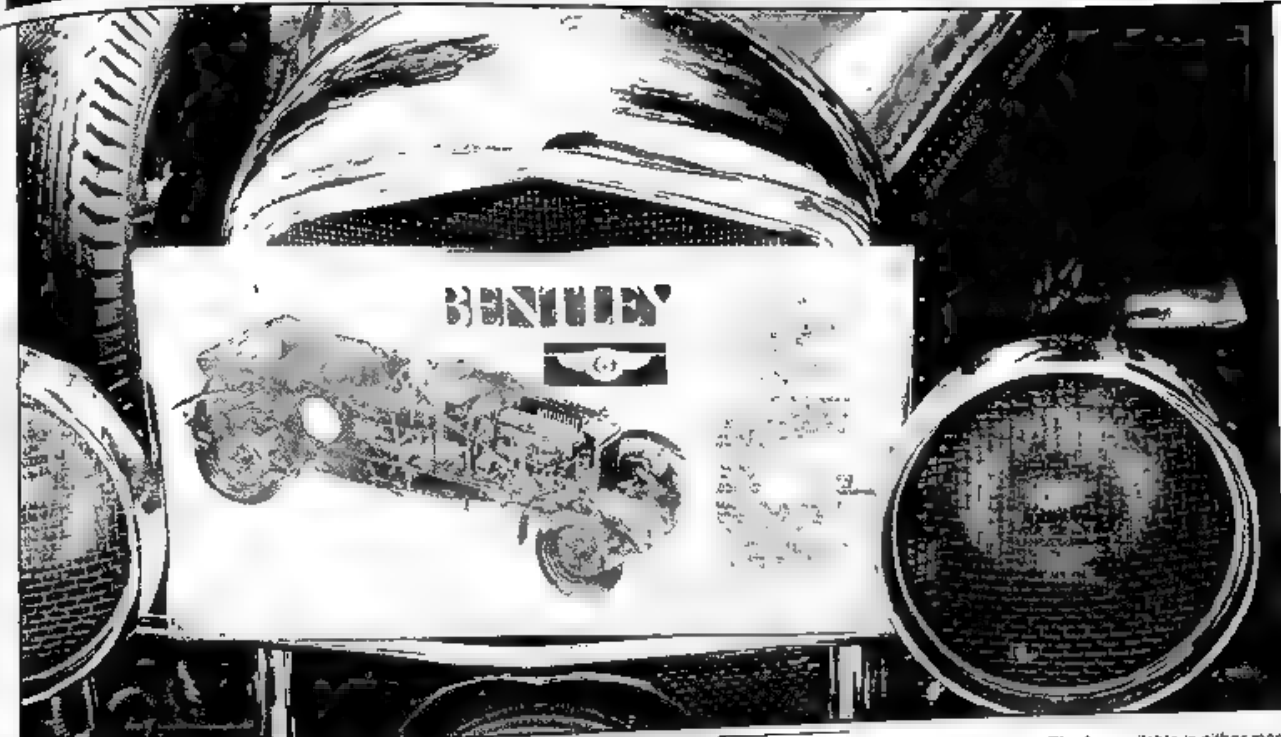
Plainly, Johnston spared neither



effort nor expense in completing his pride-inducing project. Still, the required bottom line to complete the fat-fendered flyer was anchored in Nissan and Toyota country — somewhere near \$16,000. "Building the car was a difficult experience," says Johnston, who works

as an engineer for Xerox. "But when it comes right down to it, it was just a series of tasks that required hard work. The quality of the kit was first rate. And the thrill of owning and driving the car exceeds every expectation I had when I began the project." **KCI**

KIT CAR ILLUSTRATED BUYER'S GUIDE



The following is one of the most complete listings of kit cars and kit car manufacturers to be found anywhere.

However, we cannot stress enough the importance of researching your purchase. All too often a buyer is taken in by slick advertising and high-pressure sales. You can avoid that problem by following a few simple steps:

- 1 — Talk to an owner/builder who is not connected to the company. After all, the best salesman a company can have is a satisfied customer. Talk to two or three people to find out what it really takes to build the car you want.

- 2 — In many categories you'll find more than one manufacturer for the same style of kit (see the Cobra section, for example). Talk to several different manufacturers, discover the one or two kits you're really interested in, and then go back to step No. 1 and talk to owner/builders.

- 3 — After you've satisfied all your questions about a particular kit, go ahead and buy it, build it and enjoy it.

AUSTIN-HEALEY

Sebring
Based on the Austin Healey 5000, the Sebring is the latest offering from Classic Roadsters. This car features quality construction and clean design.

Length	165 in.
Width	64.5 in.
Height	52 in.
Wheelbase	94.5 in.
Weight	2552 lbs.
Drivetrain	Ford, Chevy

Performance Classics
1617 Main Avenue, Dept. KCI
Fargo, ND 58103
701-293-8866

BUGATTI

Ironsmith
This version of the Type 36 Bugatti uses many parts from the Mustang II/Pinto series. You can use either 4- or 6-cylinder power for a lightning fast ride.

Length	180 in.
Width	65 in.
Height	54 in.
Wheelbase	110 in.
Weight	1900 lbs.
Drivetrain	Ford

The Ironsmith, Inc.
9621 189th St., Dept. KCI
Forest Lake, MN 55025
612-464-2331

CHASSIS

Metalcraft
The folks at Metalcraft build numerous frames for

different types of kits. They're available in either rear- or mid-engine set-ups.

Length	Varies
Width	Varies
Height	Varies
Wheelbase	Varies
Weight	Varies
Drivetrain	Varies

Metalcraft Products
8881 Hollywood, Dept. KCI
Romulus, MI 48174
313-729-1277

COBRA

Contemporary Cobra
This line version of the awesome Cobra has Jaguar suspension parts both fore and aft and a more rigid frame than the original, plus the hardware is so authentic it will fit the original car.

Length	157 in.
Width	69 in.
Height	46 in.
Wheelbase	90 in.
Weight	2400 lbs.
Drivetrain	V-8

Contemporary Classic Motor Car Co.
5-7 Tecumseh Ave., Dept. KCI
Mt. Vernon, NY 10553
914-864-8906

Elegant Cobra
A civilized rendition of the famous Cobra with slightly longer dimensions. It comes with a choice of suspensions and engines and the overall kit is remarkably complete.

Length	158 in.
Width	70 in.
Height	49 in.
Wheelbase	90 in.

Weight 2200 lbs.
Drivetrain V-8
Elegant Motors, Inc.
P.O. Box 30188, Dept. KCI
Indianapolis, IN 46230
317-253-9888

E.R.A. Cobra
A superb reproduction of the Cobra with Jaguar rear suspension components and GM/Nissan front. Solidly built and designed.

Length 158 in.
Width 68 in.
Height 49 in.
Wheelbase 80 in.
Weight 2650 lbs.
Drivetrain V-8

E.R.A. Replicas Automobiles
608 E. Main St., Dept. KCI
New Britain, CT 06051
203-229-7988

Everett-Morrison Cobra

A Cobra replica based on the venerable 427, the E-M Cobra offers two complete component packages plus complete turn-key packages through selected dealers.

Length 157 in.
Width 72 in.
Height 48 in.
Wheelbase 90 in.
Weight 2300 lbs.
Drivetrain V-8

Everett-Morrison Motors
5137 W. Clifton St., Dept. KCI
Tempe, FL 33634
813-887-5885

Shell Valley Cobra

Patterned after a 427SC, the Shell Valley kit includes body, frame, plus assorted pieces. The frame is designed to accept Ford/Pinto front suspension pieces.

Length 168 in.
Width 70 in.
Height 47 in.
Wheelbase 90 in.
Weight 2150 lbs.
Drivetrain V-8

Shell Valley Motors
Rural Route 1, Dept. KCI
Pleasant Center, NE 68653
402-246-2335

Southern Roadcraft Cobra

This English-built Cobra has crumple zones front and rear and a steel driver's compartment, semi space frame chassis and Jaguar steering and suspension all around.

Length 156 in.
Width 69 in.
Height 49 in.
Wheelbase 84 in.
Weight 2100 lbs.
Drivetrain Ford, Chevy, Rover

Southern Roadcraft USA
102 New Haven Ave., Dept. KCI
Milford, CT 06460
800-782-3454

West Coast Cobra

The version from West Coast is based on the 427 Cobra and offers all-Ford running gear. The kit is sold largely as a turn-key with plenty of options.

Length 156 in.
Width 74 in.
Height 47 in.
Wheelbase 95 in.
Weight 2800 lbs.
Drivetrain V-8

West Coast Cobra
6785 18 Mile Rd., Dept. KCI
Sterling Heights, MI 48077
519-258-1095

Unique Cobra

A hand-laminated body with steel reinforced doors, hood, and trunk lid. All doors, and trunk lid are prefit and the body is installed on rectangular steel frame.

Length 157 in.

Width 70 in.
Height 45 in.
Wheelbase 90 in.
Weight 2250 lbs.
(w/small block Ford)
Drivetrain V-8
Unique Motors, Inc.
230 E. Broad St., Dept. KCI
Gadsden, AL 35903
205-546-3708

NAF Cobra

This talented Arizona-based shop builds some of the nicest Cobras to turn a wheel. The cars come in three versions, 288, 289 FA and 427SC. All are worth the price.

Length 162 in.
Width 60 in.
Height 48 in.
Wheelbase 90 in.
Weight 2050 lbs.
Drivetrain V-8

North American Fiberglass

1035 E. Curry Rd. Dept. KCI
Tempe, AZ 85281

Unique Fabricators Cobra

This is the first Cobra replica to be completely fabricated in Canada. This car is well constructed, fast and correct to the original Cobra.

Length 166 in.
Width 70 in.
Height 47 in.
Wheelbase 90 in.
Weight 2450 lbs.
Drivetrain Ford

Unique Design & Fabrication

PO Box 121, Dept. KCI
Chernabius, BC
Canada V0R 1K
504-246-3549

Midstates Cobra

A longtime builder of the components, Midstates is branching out and now offers the complete Cobra kit. This shop has been building bodies for numerous Cobra companies.

Length 157 in.
Width 72 in.
Height 45 in.
Wheelbase 90 in.
Weight 2500 lbs.
Drivetrain Ford, Chevy

Midstates Classic Cars and Parts

Box 404, North Hwy 77, Dept. KCI
Fremont, NE 68025
402-727-4846

CORVETTE

KC-53

The 1953 Corvette is beautifully recreated. Using the design pioneered by Bob Tiez, this new company is dedicated to making the KC-53 one of the most popular cars.

Length 203 in.
Width 72 in.
Height 49 in.
Wheelbase 112.5 in.
Weight 3600 lbs.
Drivetrain Chevy

Classic Sports Cars, Inc.

519 Carver Ave., Dept. KCI
Holly Hill, FL 32017

FERRARI

Corson

As seen in the April issue of KCI, the Corson is one of the popular Fieros with a fresh skin. Based loosely on the Boxer, this kit is very easy to assemble.

Length 171 in.
Width 74 in.
Height 46.9 in.

Wheelbase 93.4 in.
Weight 2600-2750 lbs.
Drivetrain Pontiac
Corson Motorcars Ltd
PO Box 41396, Dept. KCI
Phoenix, AZ 85080
602-375-2544

American Daytona Spyder

Here is another version of the Ferrari Daytona based on a Corvette platform. Nicely finished, this car even duplicates the original dash.

Length 186 in.
Width 70 in.
Height 43 in.
Wheelbase 98 in.
Weight 3000 lbs.
Drivetrain Chevy V-8

Exotic Coachcraft

675 Anita St., Suite C-6, Dept. KCI
Chula Vista, CA 92011
619-575-2232

Machivelli

This is another car based on the 308 but constructed on the Firebird/Trans Am base. Since the car is based on a brand new GM product, it carries a GM warranty.

Length 188 in.
Width 72.4 in.
Height 44.1 in.
Wheelbase 101 in.
Weight 3000 lbs.
Drivetrain Trans Am

Machivelli Motors

PO Box 490237, Dept. KCI
Key Biscayne, FL 33149
305-361-0620

Daytona GTC

This attractive version of the Ferrari Daytona is based on a Corvette chassis and comes in a wide range of completion, all the way from a component package to a turn-key car.

Length 178 in.
Width 70 in.
Height 47 in.
Wheelbase 99 in.
Weight 3100 lbs.
Drivetrain GM

Rowley Corvette Supply

357 Main St. Dept. KCI
Rowley, MA 01969
617-948-7730

P4

The famed Ferrari P4 is beautifully recreated by England's Kit Deal and is imported exclusively by Richard Brengman in Northern California.

Special Interest Autos and Components

PO Box 508, Dept. KCI
Alviso, CA 95002
408-282-8248

JAGUAR

1937 Jaguar SS-100

An accurate reproduction of the 1937 Jaguar SS-100. The front engine version assembles onto a structural steel frame.

	(Front engine)	(VW-based)
Length	159 in.	159.5 in.
Width	64 in.	64 in.
Height	52 in.	52 in.
Wheelbase	108.5 in.	108.5 in.
Weight	2200 lbs.	1630 lbs.
Drivetrain	Ford	VW

Antique and Classic Automotive, Inc.

100 Sonwil Industrial Park, Dept. KCI
Buffalo, NY 4225
800-245-1310 New York/Canada 1-716-684-1167

Jaguar XK-120

This is an accurate front engine replica of the 1952 Jaguar XK 120. Kits include custom chromed split windshield, grille, authentic fenders, taillights and bumpers.

Length 174 in.
Width 64 in.
Height 55 in.
Wheelbase 102 in.
Weight 2430 lbs.
Drivetrain Ford
Antique and Classic Automotive, Inc.
100 Sonwil Industrial Park, Dept. KCI
Buffalo, NY 14225
800-628-6289 New York/Canada 1-716-684-1167

Duke

The Duke is Classic Roadsters version of the 1939 Jaguar SS-100. It is available with either Pinto or Chevrolet front-engine power.

Length 163 in.
Width 67 in.
Height 55 in.
Wheelbase 108.7 in.
Weight 2000 lbs.
Drivetrain Ford, Chevy

Classic Roadsters, Ltd.

1617 Main Ave., Dept. KCI
Fargo, ND 58103
800-437-4342

SS 100G

Eagle Coach Work offers this Jag replica complete with tube frame and Pinto/Mustang II parts. Using modern pieces you can set your car up for performance or luxury.

Length 165 in.
Width 64 in.
Height 52 in.
Wheelbase 108 in.
Weight 2100 lbs.
Drivetrain Ford

Eagle Coach Work

780 Northland Ave., Dept. KCI
Buffalo, NY 14211
716-897-4292

XK120G

Much like the SS-100G, the XK 120G comes with its own tube frame and is available with Mustang II or Pinto underpinnings.

Length 178 in.
Width 64 in.
Height 54 in.
Wheelbase 102 in.
Weight 2400 lbs.
Drivetrain Ford

Eagle Coach Work, Inc.

780 Northland Ave. Dept. KCI
Buffalo, NY 14211
716-897-4292

LAMBORGHINI

Prova Designs Countach

This is one of the nicest Lamborghini kits on the market today. A spot-on replica of the original, the Prova is well built and finely crafted in England.

Length 162.9 in.
Width 78.7 in.
Height 42.1 in.
Wheelbase 96.5 in.
Weight varies
Drivetrain Renault 30 V-6

Prova Designs USA

1148 Fourth St. Dept. KCI
Santa Monica, CA 90403

Countach convertible

From Pennsylvania comes a no-top Countach. This is the very first topless Countach we've come across and it looks appealing. For more information contact the factory.

Length 176 in.
Width 64 in.
Height 54 in.
Wheelbase 102 in.
Weight 2400 lbs.
Drivetrain Ford

Northeast Exotic Cars

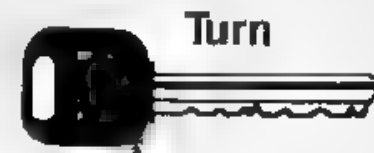
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Mayfield, PA 16433
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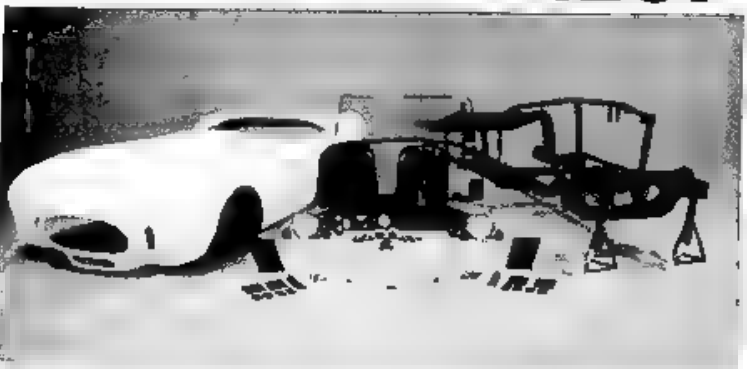
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Width 65A
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Weight 2200
Drivetrain Ford

Classic Roadsters, Ltd.
1617 Main Avenue, Dept. KCI
Fargo, ND 58103
800-437-4342 701-293-8866 (ND)

Gazelle
The Gazelle is a version of the '29 Mercedes-Benz. The VW version sits on the stock VW pan and the Ford version assembles over a custom frame.
Length 156 in
Width 68 in
Height 47 in
Wheelbase 94.5 in
Weight 1950 lbs
Drivetrain Ford, Chevy

Classic Motor Carriages, Inc.
16650 N.W. 27th St. Dept. KCI
Miami, FL 33054
800-252-7742

Fiberfab Mercedes
This version of the '29 Mercedes is offered with Pinto or VW power. The front-engine version has a custom frame and the rear-drive version uses a VW pan.
Length 156 in
Width 68 in
Height 47 in
Wheelbase 94.5 in
Weight 1950 lbs
Drivetrain VW, Ford

Fiberfab International, Inc.
8800 W. Highway 7, Suite 416, Dept. KCI
Minneapolis, MN 55426
800-328-5871

Thoroughbred 300 SLR
From the Pacific Northwest comes a company making no less than three different M-B replicas. They offer a convertible, roadster and gulfwing version.
Length 170 in
Width 70.5 in
Height 46.5 in
Wheelbase 94.5 in
Weight 2400 lbs
Drivetrain Ford

Thoroughbred Motorcars, Inc.
440 220th St., Dept. KCI
Redmond, WA 98053
206-883-3503

Thoroughbred 540K
A Neo-classic offering from the same folks who brought you the 300SLR, the 540K gives you the luxury you deserve and deserve.

Length 180 in
Width 67 in
Height 58 in
Wheelbase 120 in
Weight 2850 lbs
Drivetrain V-8

Thoroughbred Motorcars
440 220th St., Dept. KCI
Redmond, WA 98053
206-888-5707



Classic TD
The Classic TD is a fiberglass reproduction of the 1952 MG TD. It is offered in either front- or rear-engine configurations.
Length 150 in
Width 62 in
Height 50 in

Continued on page 78

Jaguar XJS Convertible Kit



Small XJS kit includes: shop manual, Convert your 70-75 XJS into a convertible in only 10 man hours using standard shop tools. Installation manual and all parts included. Components also available.

California Convertible Co., Inc.
5930 Los Virgenes #490
Calabasas, CA 91302
(818) 880-6840

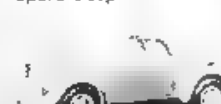
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Miami, FL 33254
(305) 268-4170

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Dept. KCI
P.O. Box 15282
Winston-Salem, NC 27113

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284 Spangenberg Rd.
Winston-Salem, NC 27127

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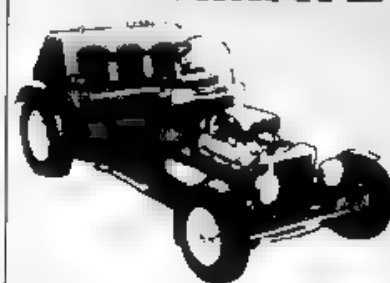
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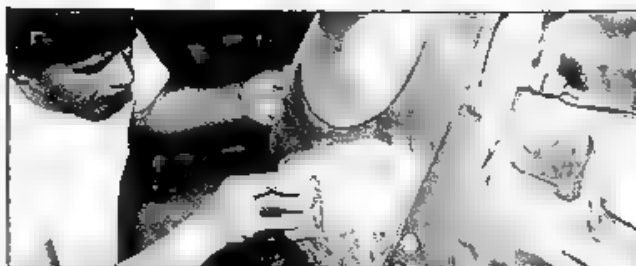
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Continued from page 70

Wheelbase 96 in.
Weight 2120 lbs.
Drivetrain Ford, Chevy, VW
Classic Motor Carriages, Inc.
16650 NW 27th St. Dept. KCI
Miami, FL 33054
800-252-7742

Duchess
The Duchess is also a TD replica. It will assemble over a standard VW pan or you can use the custom frame. The custom frame is for the front-engine versions.
Length 155 in.
Width 57 in.
Height 55 in.
Wheelbase 86 in.
Weight 1900 lbs.
Drivetrain Ford, Chevy, VW

Classic Roadsters, Inc.
1617 Main Ave. Dept. KCI
Fargo, ND 58103
800-437-4342

Fiberfab
The Fiberfab offering for MG lovers is a copy of the 52 TD. It is designed to fit either Ford or Chevy drivetrains. It will also accept VW power.
Length 146 in.
Width 59 in.
Height 52 in.
Wheelbase 94.5 in.
Weight 1650 lbs.
Drivetrain VW

Fiberfab International, Inc.
8800 W. Highway 7, Suite 416 Dept. KCI
Minneapolis, MN 55426
800-328-5571

BCW 52
Using a standard VW pan as the base, this fiberglass TD replica is easily assembled by the novice.
Length 149 in.
Width 60 in.
Height 54 in.
Wheelbase 94.5 in.
Weight 1500 lbs.
Drivetrain VW, Chevy

British Coach Works
Dept. KCI
Arnold, PA 15068
800-245-1369

Mig1 II
One of the original MG kits, the Mig1 II is now manufactured by DAF. This company has built other kits as well and they now build the Mig1 II.
Length 150 in.
Width 60 in.
Height 56 in.
Wheelbase 94 in.
Weight 1700 lbs.
Drivetrain GM

Classic Sports Cars Inc.
919 Carwell Ave., Dept. KCI
Holly Hill, FL 32017

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One of the most distinctive three-wheelers on the road today, the FireAero features a unique fiberglass body design and bolts directly to your donor frame.
Length 92-98 in.
Width 62-66 in.
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Wheelbase 142-148 in.
Weight 1100 lbs.
Drivetrain Honda

FireAero Inc.
P.O. Box 1158, Dept. KCI
Laguna Beach, CA 92652-1158
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Continued on page 75

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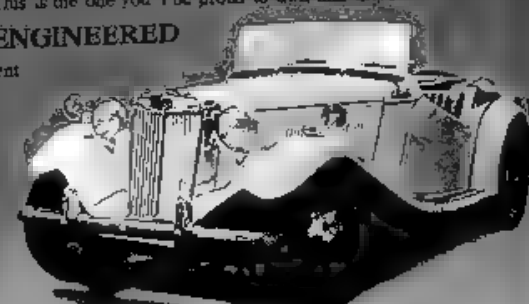
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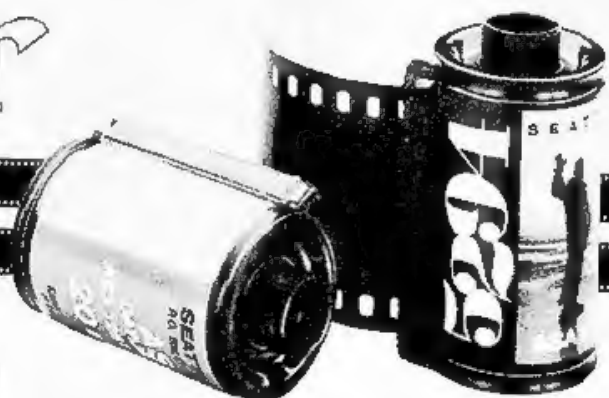
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Continued from page 73

NEO-CLASSICS

Griffin

The Griffin is a two-place Neo-classic Cabriolet that uses a Ford LTD frame and running gear. The basic body is fiberglass with assorted steel pieces.

Length 190 in.
Width 73 in.
Height 54 in.
Wheelbase 118.5 in.
Weight 3400 lbs.
Drivetrain Ford

Gatsby Coachworks

1716-A Stone Ave., Dept. KCI
San Jose, CA 95153
408-295-8595

Gatsby

The Gatsby is a steel bodied car with fiberglass fenders. The car assembles over a stretched Ford LTD/ Mercury Marquis frame.

Length 190 in.
Width 73 in.
Height 54 in.
Wheelbase 118.5 in.
Weight 3760 lbs.
Drivetrain Ford

Gatsby Coachworks

1716-A Stone Ave., Dept. KCI
San Jose, CA 95153
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Archer

The Archer has a steel body with fiberglass fenders. The car is V-8 powered on a Lincoln Continental. Sold as a rolling assembly or kit.

Length 207.5 in.
Width 75 in.
Height 54.5 in.
Wheelbase 127 in.
Weight 3650 lbs.
Drivetrain Ford

Archer Coach Works

865 N. 360 West, Dept. KCI
Valparaiso, IN 46383
219-769-5793

Corsair

The Corsair is another Ford-based Neo-classic. The body comes virtually preassembled so all the builder has to do is final assembly and the interior.

Length 196 in.
Width 72 in.
Height 52 in.
Wheelbase 122 in.
Weight 3600 lbs.
Drivetrain Ford

Roaring 20's Motor Car Co.

Box 1785, Dept. KCI
Ramona, CA 92085
619-789-4303

PORSCHE

Beck Spyder

This was one of the very first Porsche Spyder kits on the market and it continues to be one of the best. This is one fast ride with either Porsche or VW power.

Length 145 in.
Width 61 in.
Height 41 in.
Wheelbase 85 in.
Weight 1245 lbs.
Drivetrain VW

Beck Development

1531 W. 13th St., Dept. KCI
Upland, CA 91786
714-981-3840

Classic Speedster C

This Speedster kit comes with flared fenders and many other features that set it apart from the crowd.

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It sits on a shortened VW pan.
Length 154 in.
Width 70 in.
Height 48 in.
Wheelbase 82.75 in.
Weight 1585 lbs.
Drivetrain VW

Classic Motor Carriages, Inc.
16650 NW 27th St., Dept. KCI
Miami, FL 33054
800-252-7742

Classic Speedster

A highly authentic version of the Porsche Speedster, this kit also fits over a shortened VW pan. The fiberglass body is very well constructed.

Length 154 in.
Width 65 in.
Height 48 in.
Wheelbase 82.75 in.
Weight 1585 lbs.
Drivetrain VW

Classic Motor Carriages, Inc.
16650 NW 27th St., Dept. KCI
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800-252-7742

RACE CARS

Montage

This car is based on the Lola T70 and has proven to be one of the most popular kits to hit the market. It is now marketed out of the Pacific Northwest.

Length 170 in.
Width 75 in.
Height 42 in.
Wheelbase 98 in.
Weight 1950 lbs.
Drivetrain V-6 or V-8 with or without turbocharging

Kneeland Motor Cars
1730 Brookdale Road, Dept. KCI
PO Box 567
Shelton, WA 98584
206-426-1207

Mirage

Another car from Kneeland Motors, this one is based on the McLaren race car of the old Can-Am racing series. This car features a large-style top.

Length 180 in.
Width 75 in.
Height 39 in.
Wheelbase 98 in.
Weight 2100 lbs.
Drivetrain small block Ford or Chevy

Kneeland Motor Cars
1730 Brookdale Road, Dept. KCI
PO Box 567
Shelton, WA 98584
206-426-1207

Ultima

Another of the ever popular English kits, the Ultima is a mix of Porsche 962, Jaguar GTP and a good dose of original design.

Length 170 in.
Width 70 in.
Height 45 in.
Wheelbase 98 in.
Weight 2000 lbs.
Drivetrain varies, rotary, V-8 and V-6

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Alviso, CA 95002
408-262-8249

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Length 133 in.
Width 66 in.
Height 48-52 in.
Wheelbase 100.5 in.

Weight 2260 lbs.
Drivetrain small block Chevy
Total Performance, Inc.
406 South Orchard St., Dept. KCI
Wallingford, CT 06492
203-265-5667

Speedway Lo-Boy

This kit is based on the 1932 Ford roadster and comes with a jig-welded frame, body, hood, radiator shell and just about everything you need.

Length 139 in.
Width 52 in.
Height 48 in.
Wheelbase 106 in.
Weight 2100 lbs.
Drivetrain Ford, Chevy

Speedway Motors, Inc.
300 Van Dorn, Dept. KCI
Lincoln, NE 68502

THUNDERBIRD

Dofra Classic T

The Dofra Classic T is a reproduction of the 1957 Thunderbird. The custom frame accepts either 4-, 6-, or 8-cylinder engines. The kit is available in different stages of completion.

Length 172 in.
Width 59 in.
Height 53 in.
Wheelbase 95 in.
Weight 2700 lbs.
Drivetrain Ford

Dofra Distributing, Inc.
116 Temple Rd., Dept. KCI
Minneapolis, MN 55416
612-545-5665

Regal T-Bird

The Classic Sports Cars' Regal T-Bird is a reproduction of the 1955 Thunderbird. The custom frame accepts either 4-, 6-, or 8-cylinder engines. The kit is available in different stages of completion.

Length 185 in.
Width 70 in.
Height 53 in.
Wheelbase 102 in.
Weight 3050 lbs.
Drivetrain Ford

Classic Sports Cars, Inc.
619 Carswell Ave., Dept. KCI
Holly Hill, FL 32017
800-356-2575

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BGW

BGW manufactures many different kits using the VW platform. The designs retain the contemporary look. The parts are easily assembled and the finish is excellent.

Length Varies
Width Varies
Height Varies
Wheelbase Varies
Weight Varies
Drivetrain Varies

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Milwaukee, WI 53201

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Length 163.0 in.
Width 64.5 in.
Height 46.6 in.
Wheelbase 94.6 in.
Weight 1785 lbs.
Drivetrain VW

Le Car Stables
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Clarksville, TN 37040
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FOR SALE: 1982 Manta Mirage, McLaren Orange with black interior. Includes headers, motor mounts, clutch housing adaptor for 302 Ford, with four-speed tranny, glass and other options. Contact: Norman at 604 847-9242



FOR SALE OR SWAP: 1987 Bradley GT II with new engine, carbs, brakes, shocks, etc. for a Ghia convertible kit or cash. Contact: Dan Howe at 515-987-1154.

For SALE: Kit Car Company, with all molds, brochures and manuals. Contact: Ole Tweet at 218-681-3616 evenings.

WANTED: CMC Speedster kit that somebody can't finish. Can be in any stage of completion. West Coast sellers only, please. Contact: Walter at 604-278-1421, 8am-4pm PST only.

FOR SALE: Bradley GT II parts. Contact: Art Walsh at 213-593-2069.

WANTED: Fiberfab Jamaican VW-based kit car. Any stage of completion, any condition. Contact: Dave H. at 612-535-3043

FOR SALE: Bradley GT-1. Corvette yellow with 1500cc VW engine. Pictures on request, delivery possible. \$1,000 takes it away. Contact: Rick at 715-834-7026. Wisconsin.

FOR SALE: 1982 Arntz Cobra. Factory built 427SC-style, both tops, 302 Ford powered, four-speed tranny, under car exhaust. The first 22K/OBO will take it. Contact: Dan at 803-881-1330. South Carolina.

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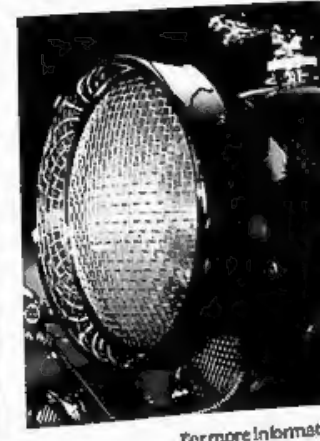
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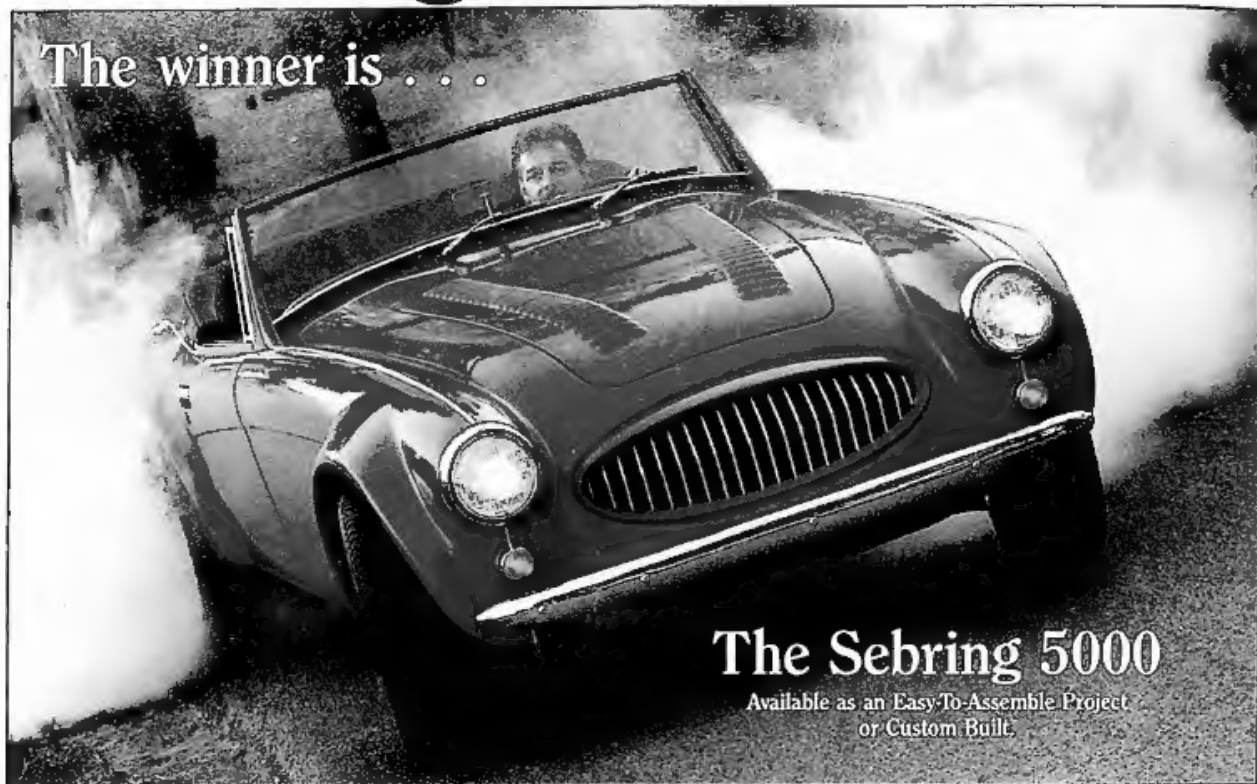
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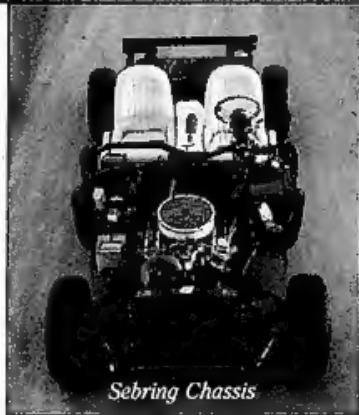


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